

NEWFOUNDLAND QUARTERLY

The Land of A
Thousand Bays

Opening new doorways to knowledge about Newfoundland

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N.R.122 A.K.C.759851
Westerland Sieger

—Photo Courtesy Hon. Harold Macpherson.

Intelligence, courage, loyalty are characteristics of the Newfoundland dog, and Westerland Sieger, above, from Westerland Kennels, is an example of all that is best in the breed.



DEPARTMENT OF PROVINCIAL AFFAIRS
ST. JOHN'S NEWFOUNDLAND

*A CIVIL DEFENCE ORGANIZATION IS NECESSARY
FOR NEWFOUNDLAND.*

Considerable controversy has arisen with respect to the necessity of the establishment of a competent, efficient and aggressive Civil Defence Force to protect the Island of Newfoundland, not alone in time of war but also in time of peace.

Is a Civil Defence Organization necessary you may ask? Well, is Life Insurance necessary? Is Fire Insurance necessary? You will all agree that both these things are necessary to protect the Social and Economic life of the Nation. You cannot disagree. Therefore, is it not logical that a Civil Defence Organization is just as essential in order to safeguard the lives and property of the people of the Island—particularly the people of the City of St. John's, which is a greater hazard, both from the point of view of enemy attack or any other Civil Disaster, such as Fire or Flood.

It is essential that our Citizens and our people generally awake from their apathetic frame of mind before it is too late. Do not leave the job of Civil Defence to the other fellow. Your services are required also. We need additional Volunteer Fire Fighters as well as Volunteer Civil Defence Police. These Volunteers need training. We have classes in training two or three times weekly.

It will be too late when the enemy strikes in the form of Air or Sea attack to ask where is our Civil Defence Force. Why not enlarge its ranks now? Why not enlist immediately in one of the services? You owe it to Newfoundland. Your services are required. The situation is critical. **JOIN THE CIVIL DEFENCE ORGANIZATION WITHOUT DELAY. HELP PROTECT AND SAVE NEWFOUNDLAND.**

PETER J. CASHIN,

Director of Civil Defence.



DEPARTMENT OF PUBLIC WELFARE
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NOTICE

WANTED

Applications are invited from qualified persons who are interested in doing Social Work with the Department of Public Welfare.

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Deputy Minister of Public Welfare.

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ESSAY CONTEST

THE Newfoundland Forest Protection Association has announced its forest conservation essay contest for 1955.

A free trip to Grand Falls or Corner Brook areas is in the offering for 16 high school pupils in this province who submit the best essay of 500 words or less on forest conservation. Prizes do to

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A.B. Comments or Criticisms Welcomed by the Author.

radio station VOXM by "The Barrelman" (M. F. Harrington) on Christmas Eve, 1954. The winner of the Fifty Dollar Award was Mr. George H. Case of Wabana, Bell Island.

It is interesting to note that Mr. Case is the father of Miss Geraldine Case, winner of an Honourable Mention Prize in this Contest and also First Prize in a Short Story contest in the Arts and Letters Competition of the Provincial Department of Education.

Winners of Honourable Mention prizes were as follows: (not in order of merit): C. M. F. Foote, A. C. Wornell, Mrs. Helen Porter, John J. Higgins, all of St. John's; Joseph J. Muise, St. George's West; Miss Geraldine Case, Wabana, Bell Island; and Harry K. Burton, Greenspond.

Dr. A. C. Hunter, Vice President of Memorial University, presided over the committee of Judges, which included, Miss Alison O'Reilly, M.A., and Dr. D. G. Pitt, M.A.

Last year the firm of F. M. O'Leary, Ltd., published a book of poems which included the prize-winning poems from 1944 to 1952, and which consisted of the work of more than forty individual Newfoundland poets. This book constitutes a valuable addition to Newfoundland literature.

The poem which won First Prize reads:

GARDENS

I love no formal garden,—
No stateliness in rows,—
Where every bloom is on parade,
And every plant that grows
Must wear the wooden beauty
Of artificial flowers.

I seek no floral learning, nor
Aesthetic arts that lead
To regimented beauty,
And the cold dogmatic creed

a pansy in an aster bed
rank as worthless weed.

her prize a garden
me untilled, leafy glade;
a streamlet purring on its way
in the woodland shade;
e Nature seems to trim a plot
mind of God has laid.

rambling, rock-bound garden.
foliage coralled there
ture's ordered disarray;
e, hanging in the air
reath of mountain-daisies meets
ising cones and where

nding seedlings crowd to death
lm some common sod;
mant broken by the storm
ges from the clod;—
uch a garden seems to mie
ed from the lap of God.

THE TEACHER AND TEACHER RECRUITMENT

By G. A. FRECKER, B.A., B.E., LL.D.,
Deputy Minister of Education in Newfoundland

(Reprinted from the News Letter, published by the Dept. of Education, January issue, because of its pertinence to the advertisement appearing on page 12 of this issue).

ANYONE who reads educational periodical literature cannot but be impressed with what appears to be an almost universal problem, namely, the shortage of qualified teachers, especially in the field of elementary education. Practically every province in Canada is working on this critical problem in the realization that far more important than elaborate buildings with ultra-modern gymnasia and auditoria facilities and efficiently-equipped science laboratories are competent, dedicated, and well-educated teachers. The reason for the shortage of teachers are not only economic but social, and to define them is not easy.

Teaching is one of the oldest and noblest of callings. It is the profession to which the family, the Church, and the State have entrusted Society's most precious treasure, God's little ones, the children who carry within themselves the promise of our civilization and the spark of immortality.

A Society fully aware of the role of the teacher would make teaching so esteemed a calling that none but the very best in ability and character would be admitted to the profession, and yet, in modern Western Society we have had to go into the highways and by-ways to recruit into the teaching profession young people with very little education and less training. Because of this state of affairs, the situation becomes worse, not better. A Society which places more value on the possession of material things than it does on spiritual qualities, and which tends to measure success in terms of dollars rather than nobility of life, appreciates still less the importance of the teacher when it sees many members of the profession not only lacking the things which are used to measure success in a material sense but who are also wanting in qualities of mind and personality which command respect.

It can readily be seen that the problem of teacher shortage is complex and difficult to solve. On the one hand, Society's failure to appreciate in tangible form the importance of the teacher in Society discourages many ambitious young people, who would like teaching as a profession, from choosing it as a career. It is natural that the teacher should want status and the esteem of Society just as much as does the lawyer, doctor, or engineer. On the other hand, because too large a proportion of the members of the teaching profession are not highly trained and educated, it is difficult for the cream of the profession to build up the prestige of teaching. The weaker members lower the status of the whole profession and this is a very serious handicap because, of necessity, the responsibility for raising the status of the profession rests primarily with the teachers themselves.

I think it is safe to say that all over the world, and particularly in the English-speaking world, the teachers are gradually gaining prestige and consolidating their position through their professional organizations. In Newfoundland itself there has been notable advance in this regard during the past decade. The status of the Newfoundland Teachers' Association is

much higher today than it has ever been in its history. More power to the earnest teachers who are working so perseveringly for the advancement of the profession!

The present salary scale for teachers, the pension scheme, the sick leave and special leave privileges now in force, and the generous assistance given by the Government to enable young people to attend the Memorial University for education courses, make this an opportune time for an all-out effort by the senior members of the profession, those men and women who have dedicated themselves to teaching, to encourage the most promising young people in their classes to look to teaching.

Make no mistake about it—young people who might later wish to change from teaching to another calling will find that any time spent in preparing to become teachers or in actually teaching will prove of great value to them throughout life. You have only to look around you to note how many public figures in Newfoundland today started their careers in the classroom.

Teachers must live and in the past their salaries did not compare with the rates of remuneration which intelligent young people could command by devoting their ability and energy to other perhaps less satisfying and less important work. In many cases, too, young people have to contribute to the family income and the salary is often an important factor in deciding John's or Mary's first few years of work. In such circumstances, it was not easy to plead the advantages of the teaching profession as real as these may be. All too frequently those who chose teaching did so not because of special aptitude or ability but because the competition in more remunerative fields of work was too stiff. The turnover in the profession has been excessive. Persons lacking ability and initiative have drifted in and out because it has been easy to get a teaching post but difficult to teach without training and education.

Today, young men and women can look forward to teaching as a calling which will enable them in their beginning years to earn as much as they would in most other fields of work. It is true that salaries paid to senior teachers may not compare favourably with the personal income of members of certain other learned professions, nevertheless the present situation is much better for teachers than it was in the past and that is a source of encouragement.

The recompenses of the teacher for his services cannot be measured solely in terms of money. The real teacher finds satisfaction and happiness in the discharge of his duties which he would not too readily exchange for monetary considerations alone.

A young man or a young woman who has matriculated from High School and who has a minimum of one year of professional training starts at a minimum salary of \$2,004.00 for a year consisting of 180 taught days within a period of ten months. In addition, young

(Continued foot of Page 5)

THE NEW FERRY—"WILLIAM CARSON"

THE M.V. "William Carson" is, according to her official designation, a car ferry, but in actual fact she is a combination car ferry, ice-breaker, freighter and passenger liner.

The vessel is 350 feet long and 68 feet in maximum width and has such facilities as a sewerage system, power plant for electricity, telephone and wireless service, a deck for freight shipments, two giant cargo refrigerators, cafeteria, bar, heating and air conditioning apparatus, parking space for automobiles, radio installations, elevators and a dozen other conveniences of most modern design.

She is one of the finest Canadian-built ships (built by Canadian Vickers Ltd., Montreal) equipped with a Denny-Brown Stabilizer, designed to reduce to a minimum the roll of the vessel in heavy seas. She has a ship-to-shore telephone as well as such navigational

berth room and two are arranged in the four-berth rooms. The floors are covered with asphalt tile and curtains are provided over the windows and ports. Mirrors, coat-hooks, tumbler and towel rack are also provided.

The deluxe cabins are located on the boat deck and consist of built-in wooden twin beds, with dressing table. Shower and toilet facilities are included.

A modern cafeteria designed to accommodate 148 at one sitting will be wholly self-service—a testimonial to the steadiness of the ship. Passengers will be able to sit in booths and choose both hot or cold meals as well as snacks and beverages. There are two lounges provided on the "William Carson." The larger, located on the boat deck, will seat 148 passengers in upholstered chairs and settees. Leading from this



—Photo Courtesy Canadian National Railways

The "William Carson," new \$5,000,000 ferry to go in operation on Cabot Strait from Sydney to Port aux Basques in 1955 on her trial run.

aids as an echo sounder, radar, gyro and magnetic compass, searchlights, rudder angle indicator, watchbell and barometers. The ship is so designed that she can be controlled from the bridge without recourse to the engine room.

The cabin spaces of the "William Carson" are made up of 12 de luxe, 31 two-berth and 44 four-berth rooms. The two and the four-berth accommodations are equipped with birch-wood frame bunks arranged in double tier and are designed so that the upper section folds down to form a back to the lower bed during day-time travel. A washbasin is installed in each two-

people choosing teaching as a vocation and a means of livelihood are protected by an excellent pension scheme with two years' professional training starts at \$2,304.00 per annum.

Parents and teachers can render a great service to the teaching profession and to Society by helping to recruit promising young men and women for the profession.

deck is a door to the bridge deck where a second lounge is located and is capable of seating 24 persons, and from both of these vantage points there is an excellent view of the sea around and of the coastal regions as the ship approaches her harbours. A third lounge, for ladies only, is located on the boat deck. There is a bar on the boat deck, but it will not be open to the public. Passengers may be served in the lounges or in the individual cabins of the ship.

During winter months the ship will be heated by a hot air system with the temperature to remain at 70 degrees F. Passengers in the deluxe cabins will be able to regulate their room temperature. Lighting is supplied through the ship's own generating plant and a second generator is installed in case of emergencies. Fluorescent lighting is used throughout the passenger area with individual lights for all berths of all cabins.

The main deck is exclusively a hold for freight and access is through huge doors on the sides of the vessel;

(Continued on Page 6)

the cargo, mostly packaged goods, will be shipped in special metal containers. Lift trucks will load and unload the cargo. Above this is the upper deck with space for 58 automobiles; in the case of trucks two car spaces will be taken by each truck. Access to this deck is also by doors in the side, and at the end of this deck is a live-stock pen holding 25 head of cattle.

Because of ice in the Cabot Strait in winter, the "William Carson" is designed as an ice-breaker and is equipped with three propelling motors, two aft for actual propulsion at 16 knots an hour, and one forward, mainly for ice-breaking operations and manoeuvring. The power for the ship is supplied by six Fairbanks-Morse 12-cylinder opposed-piston diesel engines, each coupled to Westinghouse generators capable of producing 10,000 BHP which in turn will operate three sets of propelling motors. Control of the ship is effected from the main bridge as well as the engine room.

So the M.V. "William Carson" (named as a tribute to one of Newfoundland's greatest patriots of the last century, who through his constant agitation, brought about many political reforms, including Responsible Government for Newfoundland) will add to the vessels which play a vital role in the life-line of Newfoundland. A portrait of Dr. Carson will be placed in a prominent location on the vessel.—Abridged from the Canadian National Magazine.

True friends are like diamonds
Previous but rare
False ones like autumn leaves
Found everywhere.

SEASCAPE

By Lenore A. Pratt

Look through the slanted frames of sun-glasses
Into a seascape as remote and menacing
As visions of a harsh Triassic age—
A seascape tempered with forbidding light
That glitters on the mineral blue of water
And outlines sullen clouds with sharp-edged metal.
The pebbles of its shore are flints of malachite,
Meteorite and terra cotta; driftwood ribs
Throw shadows of cast iron; herring gulls
On wings of tin hang rigid in suspended flight.
Off-shore the rock-fast kelp lifts with the ebbing tide
A dark and burnished unreality of copper.
The somnolent bay beyond is ominous as an ocean
Beneath whose depths of indigo an old volcano
Yawns and bides its time.
Whip off the shaded lenses and return
To sunlight, eggshell sands, pale heliotrope of distance!
Horizon-far, a toy-shop schooner sails,
And toy-shop plovers dabble in the shallows.
Our quiet cove is dimpled by a salmon net,
Not broken by a thrashing serpent-monster.
This is our world . . . Let us race the buoyant wind
Over the beach to the iris meadow.

RE-CREATION

The tiny germ within the seed
Waits but the clarion call of spring—
The warm, glad sun, the steaming earth—
To re-create a beautiful thing.

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THE CHANNEL ISLANDS AND NEWFOUNDLAND

By C. R. FAY, M.A., D.Sc.

We are pleased to be able to present to our readers the beginning of a new series of articles, the result of research by Prof. C. R. Fay in the Channel Islands during 1954. The whole of this series is all new material never before published. These articles will show the importance of early trade between the Channel Islands and Newfoundland and will be an important addition to the early history of Newfoundland.—Editor.

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THE names of Raleigh, Milton, Blake, Carteret, Cabot (not John Cabot or his son Sebastian, but the Jersey Cabots who became a leading family of New England) are associated significantly with the Channel Islands and Newfoundland.

Sir Walter Raleigh c. 1552-1618

When in 1618 Raleigh was returning from Guiana, having lost his son Walter on the Orinoco and failed to find El Durado, he wrote home to his wife "You shall hear from me, if I live, from the Newfoundland, where I mean to make clean my ships and revictual; for I have tobacco enough to pay for it."

This Newfoundland, which thus became his final port of call, was also the beginning of his North American adventures; for as the younger half brother of Sir Humphrey Gilbert he was associated with the expedition of 1583, when Gilbert landed at St. John's and annexed the island in the Queen's name.

Gilbert was drowned on the way home, but Raleigh took over the concession, and though not allowed by the Queen to go in person, sent Sir Richard Grenville in 1585 to establish the colony which Sir Richard named Virginia—geographically it is our North Carolina—and Thomas Harriott (the mathematician who gave algebra its modern dress) surveyed in his "Brief and True Report of the New-foundland of Virginia, 1585. Next year, 1586 Raleigh was instructed to annoy the Spanish fishery on the Banks—to prevent fish reaching the market and to seize Spanish and Portuguese ships. He delegated the work to Bernard Drake, a relative of Sir Francis Drake, and Bernard did his work thoroughly. In 1591 at Flores in the Azores, Sir Richard Grenville fell. To-day the Portuguese fishing fleet calls there to take on part of its crews on the way to time-honoured fishing grounds.

Raleigh spreading his cloak for the Queen to tread on, Raleigh with his silver pipe and gold tobacco box—everyone knows the stories, and the second rests surely on fact. For Grenville brought tobacco home with him in 1586 and Harriott writes in 1588, "We ourselves, during the time we were there, used to smoke it after their manner, as also since our return, and have found many rare and wonderful experiments of the virtue thereof."

But what of potatoes? It boots not to go behind Dr. R. N. Salaman's great treatise of 1949 *History and Social Influence of the Potato*; in Ch. IX of which, the Raleigh and other legends, he shows:

- i. That our potato (*solanum*), a native of the Andes, had reached Europe by 1570, and that in the 1570's Drake was aware of its use in ships' stores.
- ii. That it was not native to Virginia.
- iii. That, however, it was introduced into the South of Ireland, not later than 1588, perhaps

by Drake or Raleigh, perhaps from the shipwrecked stores of the Armada.

In 1588 Raleigh was Mayor of Youghal, Co. Cork, where he had a large plantation; and by 1640 potatoes were known as Crokers, from being first planted in Croker's field at Youghal. 1640 is the date of the "Pratie Song", which starting with fiction ends in fact:

*The brave Walter Raleigh, Queen
Bess's own knight
Brought here from Virginia
The root of delight,
By him it was planted
At Youghal so gay;
An' sure Munster pratties
Are famed to this day.*

The last appointment which Raleigh held under Elizabeth was the Governorship of Jersey, 1600-3. (From 1603 to his execution in 1618, he was mostly in the Tower, writing world history and smoking the weed which his Spain-courting King so much detested). He lived in Mont Orgueil Castle beyond Gorey, a promontory fortress facing France and in outline much as it is to-day. St. Aubin west, St. Helier centre, Mont Orgueil east, make up the south coast of Jersey. He liked his new home and enjoyed his work.

"I did hear from Sur Watter (writes his wife Sept. 1600) within two days after he landed at

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Jarsi: where he was safely landed and royally entertained with joy. He writes to me he never saw a pleasanter land."

As Governor, (his biographers say) he inaugurated or at least fostered the trade of the island with Newfoundland.¹ We learn, too, that he abolished an irksome compulsory service system in the Mont Orgueil district, the *Corps de garde*, and that he refused to carry through an order issued for economy's sake for the dismantling of the castle.

"To say true, it is a stately fort of great capacity, both as to maintenance and comfort to all that part of the island next to Normandy which stands in view thereof; so as, until I know further Her Majesty's pleasure, I have left at mine own charge some men in it."

and he at once took up the completion of another fort "for the name sake *Isabella bellissima* which I have presumed to christen it by"—as he told Cecil for Elizabeth's ear. After the Restoration, his son, Carew Raleigh, was appointed Governor: but it is doubtful if he ever acted.

John Milton, 1608-1704.

I know of no reference in the writings of Milton to the Channel Islands; nor of any contract with them except in the person of his friends such as Admiral Blake, who reduced Jersey in 1651, taking the castle where William Prynn was once a prisoner and General Lambert, "honest John," who at the Restoration was banished to Guernsey, where he lived in semi-freedom 1661-7. Milton's significance for the Channel Islands is indirect and arises from the fact that through the influence of the regicide John Bradshaw, he was appointed Secretary of Foreign Tongues, March 15, 1649 and held the office through the Protectorate. As such he conducted (in Latin) the correspondence with the Dutch Republic, in which the role of Letters of Marque and Admiralty Jurisdiction, so important to the Channel Islands later, was set out from England's point of view. The date of the correspondence is 1652, when the first Dutch War broke out, with Van Tromp commanding for Holland and Blake for England. Cromwell had passed his Navigation Acts in 1650 and 1651 (from which incidentally Ireland was not excluded) and England stood by that sweeping claim to the sovereignty over the surrounding waters which John Selden enunciated in his *Mare clausum* of 1635.

Declaration of 1652 against the Dutch (re-translated).

"One of their ships being met by a man of war under the command of Capt. Yong was in a friendly manner summoned to give the usual respect to the ships of war of this nation, which another of his company had done before, and which hath been accustomed not only as a civility and respect, but a principal testimony of the unquestionable right of this Nation to the Dominion and Superiority of the Adjacent Seas, acknowledged generally by all the Neighbour-States and Princes, and particularly by themselves and their predecessors, besides many most authentic

records and other undeniable proofs, together with a constant practice in confirmation thereof: yet he refused, affirming that if he did it he should lose his head." (This and other extracts as in Works of John Milton, Columbia Edition, Vol. XVIII).

Replies of the Council of State to the Dutch Ambassadors. 1652, Additional State Papers 167-E.

"12. To the 12th, we reply that Englishmen were the first to plant colonies upon the continent of North America, and to maintain them there from the district of Virginia stretching far to the south from the 37th degree of North Latitude all the way up to Newfoundland and the 52nd degree. . . ." p. 107.

(The 37th degree is approximately the line which today separate Virginia and North Carolina; and the 52nd degree is that which the Privy Council took as the boundary line between Canada and Newfoundland in the Labrador in its award of 1927. Thus the heritage from Gilbert and Raleigh was claimed by the Commonwealth in all its fullness).

"35. To 35 we present in place of a reply the following statement. . . . 'No letters of reprisal (commonly called Letters of Marque or Counter-Marque) shall be issued by either until justice shall first be demanded in accordance with the ordinary laws' " p. 123.

1652 do 1676.

"As to the return of ships, the reimbursing of expenses and damages and those deeds, if such there are, that were wrongly done, in virtue of the letters of Marque and Reprisal, granted against the French and others, in consequence of which any actual injury shall appear to have been done to the people of the United Provinces, in view of the fact that a distinctive procedure for securing justice in cases of this sort has been formulated in the Court of Admiralty . . . we cannot make fairer provision than to refer those who are interested to these just and lawful remedies."

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1. Cf. A. J. Eagleston *The Channel Islands under Tudor Government 1485-1642*, p. 38. "He is credited by local traditions with beginning the trade between Jersey and Newfoundland. This is not actually confirmed by the documents, which show no more than that such trade was actually in existence a few years after Raleigh's governorship, but it is very probable." A Royal Commission of 1617 forbade the sale of Castle stores for use on ships going to Newfoundland. (Ibid. 121-2).

Thus much from the pen of Milton.

Mare clausum was done into noble English by Marchamont Nedham and published Nov. 19, 1652, with a dedication to the Commonwealth. In his Preface he says: "The late engagements and successes of your fleets at sea have shown that the great God hath owned you there." The seas Flowing about this island are "an inseparable appendant of the British Empire."

Selden had introduced the Channel Islands thus:

"Nor indeed is it easily to be conceived from whence that special and perpetual privilege of Truce or Freedom from hostilities had its original, which the inhabitants of Jersey, Garnsey and all the other isles lying before the shore of Normandy do enjoy in this very sea, though war be between the neighbour Nations round about, unless it be derived from this Sea Dominion of the Kings of England."

"Tis generally known that after King John and Henry III were driven out of Normandy itself, the Isles Caesarea and Sarnia (which we call Jersey and Garnasey), Aurency and some other neighbouring Isles lying near the shores of Normandy and Bretaign, yet situated within that creek of sea which is made by the shore of Bretaign on the one side and that of Normandy on the other, have in the following ages, both now and heretofore remained in the Dominion of England. . . . Nor is it easy to say wherefore the islands could have been so retained, unless they also

had been seated within the bounds of the English Empire in the Sea."

In Tudor days piracy and privateering were hardly to be distinguished and piracy flourished in home waters. In Commonwealth days privateering was brought under control and designed to be an instrument of retaliation for wrongs suffered, for which other redress was denied: true piracy was banished to the West Indies. In Home waters the Channel Islanders enjoyed, as Selden noted, a local neutrality, resting on ancient custom and confirmed by authority under which they claimed a general right to trade without molestation, even with the enemy, in time of war. But as time went on the French Government was increasingly reluctant to allow this claim and the tradition of neutrality terminated definitely, when William of Orange came to the throne of England; after which, with England repeatedly ranged against France, the modern age of privateering began (to be abolished by international agreement in 1856). The privateer was now a duly commissioned private ship of war, a kind of auxiliary cruiser reinforcing the King's ships. The power of impressment restricted the number of privateers, and as this power was less easily enforced in the Channel Islands, privateering could become their main wartime occupation in an age that had as many years of war as of peace—1756 to 1815.

(To be continued)



S.S. Kite—190 tons, came to Newfoundland in 1877. Prosecuted the seal fishery and brought in a total of 181,480 seals. First to return from the hunt in 1900 with 10,509 seals, commanded by Capt. W. Knee. Lost off Gaspe coast August 12, 1918.

Hon. Fred W. Rowe, B.A., D.Paed.

Minister of Mines and Resources

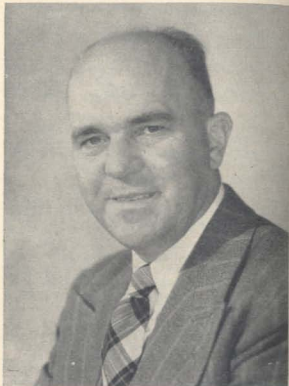
BORN at Lewisporte, September 28th, 1912, the Honorable Fred W. Rowe, B.A., D.Paed. (Hons), D.Paed., is the son of Eli Rowe, well known Labrador fishing skipper, and is a descendant of some of the earliest settlers on the Island of Newfoundland. His grandfather was a pioneer of what is now the progressive town of Lewisporte.

Dr. Rowe has tallied up a formidable number of firsts in his career. He was the first Deputy Minister of Public Welfare in Newfoundland; he wrote the first comprehensive History of Education in Newfoundland (Ryerson Press, 1952); he was the first Principal of Curtis Academy and the first President of the St. John's Branch of the Newfoundland Teachers' Association; he is reported to have been the first outport student to be elected valedictorian of Memorial University and fifteen years later had the distinction of being a member of the first Board of Regents of Memorial University. Only one Newfoundlander is known to have held the degree of Doctor of Paedology before him; he is the famous Doctor Barnes, Newfoundland's first Minister of Education who, by coincidence, represented Dr. Rowe's native home in the House of Assembly. Rowe was the youngest man to hold the portfolio of Mines and Resources.

Dr. Rowe, whose political aspirations date back to his boyhood, started teaching at the age of sixteen and, partly by working and partly by scholarships, attended Prince of Wales College, Memorial University, the Normal Training School, Mount Allison University and Toronto University. At the latter University he obtained his two post-graduate degrees. His doctorate was conferred on him by the present Governor-General, Honourable Vincent Massey. Rowe taught in the smallest school in Newfoundland, Little Burnt Bay, which at that time had three pupils, and later became Principal of the then largest school in Newfoundland, Curtis Academy, which had an enrollment of well over one thousand.

Dr. Rowe married Edith Laura Butt, daughter of a well-known West Coast merchant, George C. Butt of Bonne Bay. They have four boys, Fred, Stanley, William and George. Relaxing as enthusiastically as he works, Rowe was formerly an ardent badminton player, taking part in a number of Newfoundland tournaments. His prowess at this game is revealed by the fact that his only defeat in any Newfoundland tournament came at the hands of Frank Huck, at that time the all-Newfoundland champion. He is a former President of the St. John's Badminton Association. He is a serious bridge player and is reputed to have few equals at checkers. At his summer home "Rowesgrove" at Lawrence's Pond, he and his wife grow all the vegetables the family use, and there, during the summer, he relaxes, spending a good deal of time swimming with his four boys, all of whom are extremely proficient at this sport. (Lewisporte residents still speak about their amazement when at the age of sixteen he dived off the pier and swam across Lewisporte Bay).

Dr. Rowe was one of the first men holding a responsible position to come out in favour of Confederation (he was Principal of Curtis Academy at the time). It was during this period that he first met a man who



HON. FRED W. ROWE,
Minister of Mines and Resources

is to-day his political leader. The occasion was the second day following the opening of Curtis, when a gentleman came into his office to enroll his three children. The person was, of course, J. R. Smallwood. Since then, in addition to being political associates, they have become warm personal friends.

Rowe was appointed Deputy Minister of Public Welfare when the Department was created in 1949 and remained in that post for three years, the period during which the Government instituted its vast and, at that time, somewhat complicated social welfare programme, involving old age pensions, mothers' allowances, dependents' allowances, welfare work, care of the aged and infirm, child welfare and a host of smaller services. Observers feel that Rowe's greatest contribution in Welfare was his part in the creation of the Welfare Officer system by which Newfoundland rid itself of the outmoded relieving officer system and recruited well-trained, vigorous young men and women who became the Department's agents in the various districts throughout the Province. Another activity which brought him still more in the public eye was his series of weekly welfare talks, by which he interpreted the various welfare measures to the people at large. Then, as now, the Minister of Welfare was the Honourable Dr. Pottle, and the two worked as a pair on the welfare programme which has attracted the attention of all Canada. Rowe has frequently paid tribute to the leadership provided by Dr. Pottle, who is now one of the outstanding figures in Public Welfare in all Canada.

In 1952 Rowe contested the election in Labrador for the Liberal Party and was elected by acclamation to represent that huge district in the House of Assembly.

Since his election among the improvements noted in Labrador are greatly improved steamship services, extension of local road building, the beginning of a high-road system, an improvement in communication and mail services, the assumption by the Federal Government of partial responsibility for health and welfare of Indians and Eskimos, arrangements for the carrying on of logging enterprises at Alexis Bay and St. Michael's Bay, and large Government grants to the International Grenfell Association for hospital extension at St. Anthony and North West River. (St. Anthony Hospital, while in Newfoundland proper, is the chief medical centre for Labrador).

At the same time as Rowe contested the Labrador constituency, Premier Smallwood invited him to enter the Cabinet with the heavy portfolio of Mines and Resources. Among the highlights in that Department in the past two and a half years have been the setting up of the Royal Commission on Forestry and Agriculture, and the carrying out of a survey of wildlife by Dr. Gabrielson, the former Head of the United States Fish and Wildlife Service. Other achievements during Dr. Rowe's tenure has been the publication of comprehensive Annual Reports, the publication of "Mineral Resources of Newfoundland," the compilation and printing of Newfoundland's first geological map in 50 years, the completion of a new general map of Newfoundland based on aerial surveys (to be published this coming spring); extension of the agricultural programme, particularly in land clearing by machinery; the encouragement of regional fairs and exhibitions; the appointment of highly trained technical personnel in the Department, e.g. Wildlife Biologist, Forestry Engineer, Mining Engineer, etc.; the creation of the Farm Loan Board, and lately, the beginning of a comprehensive mink raising programme.

Dr. Rowe is a great believer in Newfoundland's future and he appears determined to make sure that his Department does its share in bringing about the development and prosperity which he feels are inevitable if intelligence and hard work are brought to bear.

A SIZEABLE PROVINCE

WITH the recognition of His Majesty's Privy Council in 1927 of her ancient title to Labrador, comprising some 110,000 square miles, Newfoundland territory became equal to all the New England States together, with New York and Pennsylvania, or in Europe, equal to the combined areas of Great Britain, Ireland, Belgium and Denmark.

FRASER URGES SIGNAL HILL PARK

ON the House of Commons Order Paper recently at Ottawa appeared a note in which Liberal member for St. John's East, Alan Fraser, gives notice that he will urge the Federal Government to accept Newfoundland's offer of the Signal Hill area as an historic national park.

This is expected to be the final step in the development of the historic hill as a National Park. It is understood that the provincial government will give the land and if the park becomes a reality, it will mean that all the present historic structures will be saved and it is possible some of those now crumbled may be restored.

HON. R. F. SPARKES, M.A.

Speaker of the House of Assembly

HON. REGINALD FORD SPARKES, Speaker of the House of Assembly, was born in White Bay in 1906. He is the son of Isaac Sparkes of Bay Roberts and Rose Forbes Sparkes of White Bay. He was educated in the local school, Bishop Feild College, and Newfoundland Normal School. By private study he was Associate of the College of Preceptors (London), later taking the degree of Licentiate of that College. He graduated M.A. from Columbia University and took a post-graduate course in Natural Sciences with Columbia and the University of New Hampshire.

Mr. Sparkes taught school in Newfoundland and Labrador for several years and in 1936 was appointed Supervisor of Schools in Northern Newfoundland and Labrador. During the war he was Administrator with the Canadian Legion Educational Services and is at present Personnel Officer with the Canadian Army Reserve Force. After the war he supervised schools in Bonavista, Trinity and Conception Bays and at St. John's until 1949, when, "in a moment of weakness" he says, he entered politics; he was elected to the Provincial Assembly for the District of St. Barbe in 1949 and was re-elected in 1951. At the opening of the House he was elected Speaker, which position he still holds.

Mr. Sparkes married the youngest daughter of Rev. Walter Bugden and they have five children, the eldest of whom is on the Nursing Staff of the General Hospital. He is a member of Phi Delta Kappa of New York (an organization designed to improve education generally, and membership is by invitation only), and is a member of the College of Preceptors, London. In religion he is Church of England and he is a member of the Masonic Order.

His hobbies range from carpentry and woodworking to bricklaying and gardening and his researches in the field of high fidelity reproduction of music are outstanding. He is an ardent angler and fisherman and is a strong supporter of the World Federal Government Movement. In this latter connection he took an active part on Lord Silkin's committee in London in 1952 together with M. Max Habicht, famous International Swiss lawyer, representatives of the Scandinavian parliaments and the Abbe Pierre, hero of the French Underground Resistance, in drawing up resolutions for presentation to the United Nations' Review of its Constitution which is scheduled to take place in 1955.

With firmness and strict impartiality, Mr. Speaker Sparkes carries out a difficult task in presiding over the deliberations of the House of Assembly, and under his guidance the dignity and time-honoured traditions of the House are in capable hands.

(We regret we were unable to obtain a photograph of Hon. Mr. Sparkes.—Editor.)

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THE first venture in pulp making in Newfoundland was undertaken by Harvey and Co., at Black River, P.B., in 1892. The company had about 1000 tons ready for shipment in the spring of the following year.

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2nd. " "	2,124	2,424	2,724	3,120
3rd. " "	2,244	2,544	2,844	3,240
4th. " "	2,364	2,664	2,964	3,360
5th. " "	2,848	2,784	3,084	3,480
6th. " "	2,604	2,902	3,204	3,600
7th. " "		3,024	3,324	3,720
8th. " "		3,144	3,444	3,840
9th. " "			3,564	3,960
10th. " "			3,684	4,080
11th. " "				4,200

For further information see article on page 40

TOWERS OF SILENCE

If men could still be holy anywhere,
It would be in towers such as these
That line the coasts with lamps and warn the ships—
The holy towers of the silences.

Out here where voice and sinew matters least
And appetites can leave no deeper mark
Than seagulls leave on waves, a man might learn
To be alone with safety in the dark.

And when a man is master of a light
That he can send out like a silver rod
Between a life and death, he ought to know
Something of the joy of being God.
—Robert P. Tristram Coffin, in Poetry.

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That to every heart is dear
In English 'tis for-get-me-not
In French 'tis souvenir.

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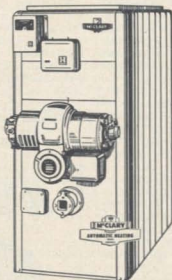
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QUEBEC CLAIMS NEWFOUNDLAND - LABRADOR

By B. GILL

LABRADOR.—The Quebec-Newfoundland Labrador boundary just does not exist... the Privy Council judgment which delineated Newfoundland's share of the rich Hinterland was just a "gentlemen's agreement." That is the impression I gathered during a week-long tour of all Quebec's major industries extending from Sorel northwards along the St. Lawrence and then North to the thriving towns of Asbestos and Arvida.

The people of Quebec refuse to surrender their claim on the whole of Labrador and from what I gathered in official circles that view is also shared by the Quebec government.

During a State dinner in Quebec city for the 75 Journalists with whom I made the tour, Cabinet minister Rivard laid claim to the entire iron deposit in the Knob Lake area. He said it lays astride of "what Newfoundlanders would like to believe is the Quebec-Newfoundland boundary."

This afternoon during a civic reception at St. John, some 25 miles South of Montreal, I heard J. Paul Beaulieu, Quebec's Minister of Trade and Commerce refer to the Lake Wabush and Hamilton River areas as the next on the list for Quebec's development. This same view was also expressed by M. Petrie, General Manager of the John Howard Company, Canadian investment dealers.

Following the reception I spoke to Mr. Beaulieu and asked him if he cared to make a statement which would help to clear up the Boundary question.

He said that the matter had been discussed between Premier Duplessis and Premier Smallwood in his presence. They had reached a gentlemen's agreement under which surveys of the border will be made by both governments and when the reports of these surveys have been received officials will get together and re-establish the boundary.

Mr. Beaulieu is of the opinion that when the new boundary is set it is likely that Newfoundland will lose some valuable territory... in fact he said there will have to be some "give and take" and in this connection it is not unlikely that this province will lose the entire Knob Lake area and perhaps be given some valuable concession in some remote part of Labrador. That

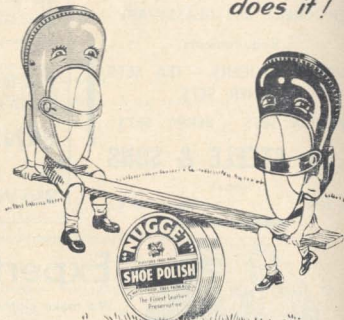
is the way it will have to be done, the Quebec Minister told me and the same arrangement may apply to the great hydro potential at Hamilton River, Grand Falls.

To further emphasize the situation, a huge wood carving of the Province of Quebec showing the industrial potential is on display at the \$1,000,000 industrial exhibition now being held here, and this map, which has been seen by over 150,000 persons during the week includes

the whole of Labrador as a part of Quebec province, leaving out the Privy Council Boundary Line.

It seems that Premier Smallwood has permitted Quebec to get in "the thin end of the wedge," and as far as I can ascertain that same wedge will be punched deeper and deeper until it is finally hammered through to Cape Chidley, making Newfoundland the island province that Quebec wants her to be.—Daily News, March 12.

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WATER STREET

ST. JOHN'S

WHEN NEWFOUNDLAND HELPED SAVE CANADA

By DR. ROBERT SAUNDERS, J.D.,

Graduate of Boston, New York, Columbia, Rutgers and Iowa Universities; The College of Law of St. Paul and Minneapolis, Diploma in International Affairs, University of Minnesota

"No fabled land of joy and song is this
That lieth in the glow of eventide;
Not sung by bards of old in minstrel strain,
Yet he who reads its history shall learn
Of doughty deeds well worth all knightly fame."

THE history of colonial settlement is always interesting whether it is regarded as another link added to the growing chain of civilization; as the means of which new nations and kingdoms may be founded; or only as an additional field of enterprise, calculated to relieve an older country of its redundant population.

This settlement along the Red River—now embraced within the city of Winnipeg and other areas in Manitoba to which Captain Bulger of the Royal Newfoundland Regiment was called to govern in 1822, embraced all ideas of civilization—the founding of a new and extensive area of settlement, enterprise and a field for emigration.

There was a stimulus to this Red River settlement given during the War of 1812. In fact, some of the outstanding characters in this war—contemporaries of Governor Bulger—find their names linked with this new colonizing plan.

There is Colonel John Harvey, later Governor of Newfoundland, the hero of Stony Creek (June 6, 1813) and many other conflicts, advising the disbanded soldiers then proceeding there. He writes a lieutenant of the De Meuron Regiment on the purpose and objects of a band of this regiment in the Red River (cited in Hon. Donald Gunn's "History of Manitoba," 1880). Colonel Harvey was then in Quebec as a Deputy Adjutant General.

G. Mercer Adam, in "The Canadian Northwest" says: "A number of men of this disbanded corps Lord Selkirk was able to engage for the defence of his colony and take a share in its settlement." and R. M. Martin "The History of the British Colonies, 1934" adds: "about twenty of DeWatterville Regiment proceeded with this body of disciplined men."

Indian Agent Robert Dickson, long in feud with Captain Bulger, was used to getting his goods and supplies from the Selkirk Colony. (John P. Pritchett, "The Red River Fur Trade," Minnesota History Bulletin, May, 1924). He became associated with the Earl of Selkirk, who was organizing a colony. (W. E. Stevens, "Robert Dickson," Minnesota History, June, 1928). However, Dickson did not cross swords with Governor Bulger having died in June, 1823.

Just then in Scotland there was a compulsory exodus of the inhabitants of the mountainous regions in the County of Sutherland (J. J. Hargrave, "The Red River") and of this Red River for settlement purposes. Miles MacDonell writes the Earl of Selkirk from the Forks, Red River: "The country exceeds any idea I had formed of its goodness. I am only astonished it has lain so long unsettled." (The Selkirk Papers).

Fort Douglas itself was erected at the foot of what is now Robert and George avenues in the city of Winnipeg. (Charles N. Bell. "The Old Forts of Winni-

peg". Transactions of Historical Society of Manitoba, May, 1927).

And as we have seen in the first article on Governor Bulger, Lord Selkirk bought a controlling interest in the Hudson's Bay Company and they granted him an area of 116,000 square miles.

Soon the problem of proper administration presented itself to the Earl. Unfortunately the colony, as J. P. Pritchett says, in "The Red River Fur Trade" in Minnesota Bulletin for May, 1924: "Was planted directly across the path of the Northwest Company. From the beginning the company left no means untried to thwart this encroachment. It determined that the settlement should not succeed."

(In 1819 the House of Commons in London ordered papers to be brought in and printed relative to this conflict. They are termed "Great Britain, Colonial Office, Papers Relative to the Red River Settlement, London, June 1819)."

But, as George Bryce says in "History of Manitoba". Governor Bulger made the following suggestions:

- (1) To get Courts and Magistrates
- (2) To get a Company of troops sent out to support the Magistrates and keep the natives in order . . .
- (3) To circulate money
- (4) To find a market for the surplus grain
- (5) Let it be determined whether the Council at York Factory are justified in preventing the settlers from buying moose or deer skins for clothing and provisions.

And E. M. Oliver, in his "Documentary History" says Governor Bulger concluded his letter thus: "If these things cannot be done it is my sincere (it may be my last) advice to you to spend no more of Lord Selkirk's money upon Red River."

And Governor Bulger, representing the Selkirk heirs, met with opposition from the fur trading authori-

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ties of the Hudson's Bay Company. But a proper representation being sent to England these restrictions were removed though trading in furs was considered a species of high treason when indulged in by the colonists. (Charles N. Bell. "The Selkirk Settlement" also "The Story of a Dead Monopoly", Cornhill Magazine, (London) 1870).

Alex Ross, in "The Red River Settlement" says:

"Such was the condition of affairs when Mr. Halkett, one of Lord Selkirk's Executors, arrived from England. The first to suggest the change was Mr. Halkett whose proposals were warmly seconded by the new and patriotic Governor, Captain Bulger."

Governor Bulger in his military way tried to establish something like law and order and with some success when he acted in person. He summoned the Council of Assiniboia to meet as a governing body and to dispense justice. (A. S. Morton, "Life of Sir George Simpson").

Thus with the governorship of Andrew Bulger the Council assumed larger functions. The resolutions of the General Court, May, 29, 1822, gave the Governor power to enroll and arm inhabitants of military age and to take necessary measures for the proper regulation and discipline of this force. (E. N. Oliver, "Documentary History").

The authorities in London probably saw Governor Bulger's problems in this respect for as "your affectionate friends" they write him:

"You will enroll and arm said number of the inhabitants at the settlement as you think expedient and appoint officers to command them under you . . . and you will employ some of the Meuron men in drilling the men and you will be entitled to draw pay at the rate of ten shillings per diem for yourself while the corps may be drilling and embodied." (Oliver).

But Governor Bulger was anxious for more military force than his local corps. He wrote Andrew Colville, a Selkirk Executor, on August 19, 1822 that:

"I tremble for the consequence to Lord Selkirk's Estate if you do not send out troops to enforce the execution of the laws." (Oliver).

One sample of the state of society there is cited by

H. G. Gunn in his "History of Manitoba", and on Governor Bulger's character, thus:

"His Honour had not long been in power before he had an opportunity of showing his determined character in the punishment of an Indian 'brave' who in a drunken bout waylaid the Captain and made an attempt to stab him as he was passing along a dark passage in his dwelling house. The would-be murderer was laid hold of, court-martialled, and sentenced to receive four dozen lashes with the cat-o-nine-tails . . . There was some difficulty in procuring an executioner to inflict the sentence of the Court. After some delay, and a great many threats on the part of the Indians, a gigantic De Meuron . . . stepped forward and called for the whip."

"The Indians ran to their arms and began to chant their war songs; but the interpid Captain was not terrified by their howling and threats, threatening in his turn that if the Chief would not cease his threats and order his followers to lay down their arms and cease their howling, that he would cause him to be lashed to the gun and serve him with a few lashes."

"These few energetic and well-timed words had the desired effect; and no sooner was the savage set free than the whole band took to their canoes and made for Lake Winnipeg, taking their justly chastised companion along with them."

"This was well-merited chastisement, taught the savages who lived in the vicinity of the colony that the time had passed away when every brave could

(Continued on Page 44)

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THE NEWFOUNDLAND - LABRADOR BOUNDARY

By L. J. JACKMAN, M.D.

IN our previous article the Newfoundland government refused to admit the claim that there had been any encroachment upon Quebec territory, explaining that the territory under dispute was situated many miles to the eastward of the line laid down by the Act of 1825 as the boundary between Quebec and Newfoundland Labrador. An impasse resulted and Joseph Chamberlain suggested to Canada if it were dissatisfied it would have to take "the necessary steps to obtain a legal decision in the matter." The government of Quebec decided to act on this advice and asked the Dominion government to arrange for a submission of the Labrador Boundary question to the Judicial Committee of the Privy Council. The British government agreed and in October 1907 Newfoundland stated that it accepted the proposal and would be prepared to submit its case forthwith.

The Great War of 1914 postponed the case, but in November, 1920, Canada and Newfoundland agreed on terms of reference to the Privy Council and final agreement was signed on November 20th, 1922, that the Privy Council could proceed with the hearing.

In 1926, Premier Walter Monroe and Hon. W. J. Higgins, Newfoundland's Minister of Justice, finally submitted all their proof to the Judicial Committee of the Privy Council.

The case for the Colony and the case for Canada is discussed fully in the book on "Newfoundland" reported as edited by Prof. R. A. Mackay in chap. xiii, written by Prof. A. M. Fraser. The collection of the Newfoundland case was largely done by Sir P. T. McGrath with valuable assistance and contribution by Martin Furlong, K.C., who was the first to appreciate the significance of the "height of land" argument. Judge F. J. Morris, brother of Lord Morris, was also of great assistance, and behind the scenes Archbishop Howley worked quietly, using his lifelong experience as a historian to help prepare Newfoundland's historical background to the case. Many points he stressed were rejected, but his interpretation of the Acts, Statutes, Orders-in-Council, Commission and Proclamation were of major importance in the arguments.

After this lengthy introduction into the causes of the dispute, the article previously referred to can be given in its salient points for the benefit of students of this historical decision.

The Origin of the Dispute

Archbishop Howley says:

The dispute takes its origin from the apparently ambiguous wording of the Draft of Letters Patent constituting the office of Governor and Commander-in-Chief of the Island of Newfoundland and its Dependencies, and defining (at least, intending to define) the limits of the jurisdiction of the said official. It was drawn up in its latest form in 1876. This was a new and permanent form of Letters Patent, given, as there stated, in order to make "effectual and permanent provision for the office of Governor, etc. . . without making new Letters Patent on each demise of the said office."

"By these letters all former letters are revoked and determined. But the new letters are essentially the

same as all former ones and are based upon the ancient Treaties and Acts of Parliament, and presuppose a knowledge of these." It is the want of knowledge which makes these Letters appear ambiguous or indefinite and gives rise to the present dispute.

The portion of the Letters Patent which refers to the present question is as follows:

"And further know ye, that we of our special grace, certain knowledge and motion, have thought fit to constitute, order and declare that there shall be a Governor . . . in and over our island of Newfoundland and the islands and all the coast of Labrador from the entrance of Hudson's straits, to a line drawn due north and south, from Anse Sablon (sic) on the said coast to the fifty-second degree of north latitude; and the islands adjacent to that part of the coast, etc."

These words, taken as they stand and by themselves, do not appear to constitute any fixed line of boundary or contemination. The line of demarcation running due north from Blanc Sablon (the correct name) is continued till it reaches the 52nd degree of latitude. Then nothing more is said about it. There is something more to be supplied, something understood.

What was implied in the word "coast" and "a line north and south from the entrance to Hudson's strait and the 52nd degree N. latitude?"

1st. What extent of coastline is thereby handed over to the jurisdiction of the Governor to form a part of the Province or Colony of Newfoundland?

2nd. What is the meaning of the word "coast"? Does it merely mean the high water mark, or the line drawn from headland to headland as Quebec contends; or does it include some portion of the hinterland as Newfoundland contends; and if so, how far inland?

3rd. What is meant by the "entrance to Hudson's strait"?

In order next to understand the meaning of the questions involved it is necessary to go back to the history of the legislation in relation to British North America.

The northern parts of the New World were discovered by the Cabots (John and Sebastian) in 1497 and were claimed for England, while Columbus was bringing in new territory to the kingdom of Spain to the southward. For over a century England took little interest in the new lands discovered by the Cabots of Bristol. Immediately after Cabot's second voyage in 1498, viz. in 1500, the Portuguese navigator Cortereal rediscovered and claimed these northern lands for the Crown of Portugal and some Portuguese colonies were founded in Newfoundland and (what is now) Cape Breton. These colonies failed, and the French were the next to take possession of the outlying portion of the new countries, those nearest Europe and first encountered by outward bound voyagers. France pushed her claims westward until at length she held undisputed ownership not only of Newfoundland and the neighbouring countries, but all North America, stretching indefinitely westward and southward along the Mississippi valley to New Orleans.

It was not till the year 1583 that England woke up

to the importance of taking part in the great enterprises of western colonization. In that year Sir Humphrey Gilbert, fortified by Letters Patent from Queen Elizabeth I, took possession of St. John's, Newfoundland, and claimed all the surrounding territory by right of British discovery. But the enterprise was abortive. Other such attempts followed as that of Lord Baltimore in 1620-21, and the occupation of Nova Scotia (the Acadia of the French), by Sir William Alexander in 1621.

War soon broke out between England and France

and lasted without intermission for over a hundred years until the Treaty of Paris, February 10, 1763. This marked a very important landmark in the history of the New World for by it a new definition of the New World is brought about and the powers of colonial France in North America was virtually destroyed.

By that Treaty France gave up all claim to her North American possessions, retaining only, under certain conditions, the islands of St. Pierre and Miquelon and her fishing rights on a portion of Newfoundland

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which had been secured to her by the Treaty of Utrecht in 1713.

On the 7th October, 1763, a Royal Proclamation was issued (3rd, George III) with the object of enabling British subjects to reap "the great benefits and advantages" accruing from the said conquest and to that end it was decided "to erect within the countries and islands ceded and confirmed by us by the said treaty." By this Proclamation British North America was divided into administrative districts and separate governments. Four distinct and separate governments were established, viz. Quebec, East Florida, West Florida, and Granada. The only one of these of interest at present is Quebec. Its boundaries are clearly and distinctly defined as follows:

Boundaries of Quebec Under the Royal Proclamation of 7th October, 1763.

"Firstly, the government of Quebec, bounded on the Labrador coast by the River of St. John, and from thence by a line drawn from the head of that river through the Lake St. John to the south end of Lake Nipissing, etc. . . . The rest, namely the western and southern boundaries do not interest us, till we come to the final course of that boundary, viz. "and from thence (i.e. C. Rosieres on the south side of the river St. Lawrence) crossing the mouth of the St. Lawrence by the west end of the island of Anticosti, terminates at the aforesaid River St. John."

There are certain deductions that may be drawn from the official boundaries of Quebec, viz. That the word "coast" does not mean merely the high water mark or a line from headland to headland, but it includes the hinterland as far as the headwaters of the river St. John. In the Acts and Proclamations which follow, the expression used is always the "coast of Labrador" though directly meaning the coast with the land behind it, to some distance. In the present case, the land from the mouth of the River St. John to the headwaters of the same river, a distance of one hundred and twenty miles inland, is called "the coast" and Quebec accepts that interpretation of the word. Again, the above description throws light on the hitherto inexplicable words of the Newfoundland Royal Instruction already quoted, viz. "a line drawn due north and south from Blanc Sablon to the 52nd degree of north latitude." A glance at the map will show that the "headwaters of the river St. John" are situated on the 62nd parallel of latitude.

When by the Proclamation of (6, George IV. 1825) the dividing line between Quebec and Newfoundland was removed eastwards from the river St. John to Blanc Sablon, as there is no river at that place, they adopted a straight line drawn due north and south, in other words a meridian, until it reached a point due eastwards of the headwaters of the St. John river, namely, the 52nd degree of north latitude. Hence, the northern boundary in this place is the 52nd degree or parallel produced east from the headwaters of St. John river until it reaches the point of intersection due north of Blanc Sablon.

To return now to the Proclamation of October 7, 1763, it continues:

"... And to the end that the open and free fishing of our subjects may be extended to and carried on upon the coast of Labrador, and the adjacent islands, we have thought fit . . . to put all that coast from the river St. John to the Hudson's strait together with the islands of Anticosti and the Magdalen, and all smaller islands lying upon the said coast under the care and inspection of our Governor of Newfoundland."

(To be continued)

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THE NEWFOUNDLAND DOG — A LIVING LEGEND

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By JACK A. WHITE

(Jack A. White, author of this article, is a Newfoundland newspaperman, whose wife was so interested in Newfoundlands that the Whites have now set up their own kennels—"Lifesaver Kennels" at 81 Whiteway Street, Churchill Park, St. John's, Newfoundland. They have just imported "Sea Sprite of Sparry," a Newfoundland from England. She is said by English breeders to have the finest showtail in England.)



Seasprite of Sparry, imported from England by Lifesaver Kennels, St. John's.

NO dog of any breed has excelled the life-saving record of the Newfoundland—not even the famous St. Bernard "Barry", which is credited with saving 40 lives in the Swiss Alps. Topping this is the epic story of the Newfoundland, its name not recorded, which in December, 1919, is credited with saving the lives of 90 passengers and crew from the coastal steamer "Ethie", which was wrecked in a blinding snowstorm near Bonne Bay. No boat could be launched and live in the raging seas that crashed on the rocky shore. It seemed certain that all would perish but the owner of a Newfoundland appeared with his dog, and, at his master's orders, the dog dashed into that seething turmoil of sea to secure a small rope that had been thrown from the doomed ship. Fearlessly the dog plunged into the icy waters, struggled to where the rope was, grasped it and brought it to shore and by this means a larger rope was landed and a boatswain's chair was fastened to it and all hands (including an infant which made the perilous trip in a mailbag) were rescued.

Such courage, intrepidity and sagacity seem a part of this breed, stories about which are legendary around the coasts of Newfoundland. By nature and instinct he is a water dog. Twenty-eight inches of towering masterful nobility, and tipping the scales at 150 to 180 pounds, he is an ideal family pet, mild, affectionate, loyal and a trusty companion for children for whom he readily accepts guardianship. He is a dog of great strength and activity and moves with a loose, swinging gait, sailor fashion. His main features are compact frame, immense build, strong webbed feet with powerful pads. His coat is flat, dense and waterproof and he is either black or black and white in colour.

The Newfoundland has the conformation of his chief ancestor, the beautiful Pyrenean sheep dog. These dogs were doubtless brought to the island by French fishermen dating from about 1506 until the present century and through the mating with retrievers and large

sporting dogs brought over by English fishermen, the breed has evolved.

You cannot write or think of those big black heroes without thinking too of the Hon. Harold Macpherson, President of the Royal Stores, Ltd., in St. John's, and "Mr. Newfoundland" to dog lovers throughout the world. No other man has done so much for any one breed as has Mr. Macpherson for the dogs of his native country. He has extolled their virtues in print and has sent pups of the breed to far-flung countries of the world.

In the pre-confederation years there were many kennels in the island which bred the dog, but even then, one name outshone the rest. To mention the name of "Westerland" kennels, owned by Mr. Macpherson, was to visualize the best in Newfoundland. By careful breeding, great care and attention, the dogs of "Westerland" are synonymous with all that is perfection in the Newfoundland.

When Newfoundland became a province of Canada new registration regulations, enforced by the Canadian Kennel Club, but which is not obligatory anywhere else in the world, threatened the existence of the breed in the province. This demands that pups be either nose-printed or tattooed. To nose-print a wet-nosed Newfoundland puppy is something so difficult that a breeder once called in the top fingerprint expert in the island, and though he tried many times, he never did secure a wholly satisfactory print. Tattooing was considered a little too inhuman for dogs of sensitive skin. These new regulations necessitated a more tedious task and one by one breeders dropped out. To-day only three are left in the island operating registered kennels: Hon. Harold Macpherson, known the world over as "Mr. Newfoundland", who runs his "Westerland" kennels; a motor company president, Mr. Hugh Baird, who runs the "Glenmire" kennels, and the author and his wife, who have just started the "Lifesaver" kennels. Between them there are seven Newfoundlands—5 are bitches and 2 dogs.

These breeders are determined to preserve the breed in its native land. One type, the "Landseer" (black and white) are not now bred here.

Years ago in Newfoundland teams of three or four of the dogs were harnessed together and the fisherman or farmer used them to haul his spruce and fir firewood from the lonely northern woods. It was also used to carry mails and it is recorded that he has been known to cover a distance of seventy miles over trackless wastes, keeping the trail through falling snow, and always coming through to his destination, which used to be the Half-way House on some lonely trail. There the travellers would recount tales of races between the teams, while the dogs remained outside in the snow-drifts, their noses, cold at the best of times, tucked into the curled end of their tails. For his service in carrying the mails the Newfoundland dog has been twice honoured above other breeds by being made the subject for postage stamps and on post cards of his native isle, and one dog chosen was from "Westerland".

(Continued on Page 41)

THE GREENSPOND SAGA—IN HISTORY, SONG AND STORY

By DR. ROBERT SAUNDERS, J.D.,

Graduate of Boston, New York, Columbia, Rutgers and Iowa Universities; The College of Law of St. Paul and Minneapolis, Diploma in International Affairs, University of Minnesota

(Continued)

Fair Greenspond, in her palmy days,
Stern and forbidding, but free!
Oh, then to view her pageantry
Her bridal with the sea.
To mark the graceful, home-built boats,
The rough-hewn wharves along,
While the splashing of the boatmen's oars
Kept tune with any song!

'Tis she the fairy city gay,
Built on the northern side!
Long the throne of merchant princes,
And Bay of Bonavista's pride.
E'en as in beauty's bloom she stood,
In sunset days of yore,
When spread of canvas fluttered bright
Her many schooners o'er.

THE above is no mere poetic vision! It is more truth than poetry. Stern and forbidding coast, rough wharves and the great spread of sails in other days.

I have just received from England some significant statements on early Greenspond—perhaps indicating the real genesis of the town. It is a letter from William Coch of Bonavista to Colonel North, dated 7th September, 1688 and reads:

"I think it my duty to acquaint your Honour that to the North side of this bay are many extraordinary harbours and a better fishing; one William Wyng has fished there for some years, it being fourteen leagues N. . . . from this place—who has still increased the inhabitants of this place very considerably, and this year one Norville has been that way who has more fish for his two boats than they have for shallops, so that next summer several of

the inhabitants of this harbour design to remove thither and their masters of ships that have fished there this year intend to do likewise."

"I write this that those sent to settle affairs may have power as far as Cape Frills. I think a draught (chart) ought to be drawn of the place. There is room for five hundred sail."—Records, Board of Trade, London, on Newfoundland).

There are several significant statements in this report. One is the use of the word "shallops". The "shallops" were, according to century-old "History of British North America" by the Religious Tract Society of London:

"Carrying seven or eight men and measuring 40 to 60 tons, fish at a considerable distance from the land."

That they were used to venture across the bay to Greenspond is clear enough, for Greenspond has had its Shallop's Cove, though small, from time immemorial, and further, I feel safe in saying that there is no other inlet or cove so named in Bonavista Bay.

The mention of fourteen leagues (a league being three nautical miles) would bring these boats exactly to Greenspond. The Wadhams song of 1756 speaks of:

"From Bonavista Cape to Stinking Isles
The course is north full forty miles."

These Stinking Islands lie off Greenspond.

The importance of Bonavista Bay North, around the newly-discovered fishing grounds is emphasized when Mr. Coch then said: "I write this that those sent to settle affairs may have power as far as Cape Frills (spelt Cape Freels today).

The English were at war with France. Traders there, knowing the value of the whole bay, wished to keep the French Shore jurisdiction out of all the bay and be-

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yond Greenspond. Of course by the Treaty of Utrecht the French Shore started at Cape Bonavista in 1713.

Doubtless, too, the French raids on Bonavista, then sometimes termed Fort Bonavista, ("The Flying Port", Sept. 21, 1702) gave impetus to a movement across the big bay to Greenspond. It was then that the French in their attacks on Bonavista spared nothing. Perhaps the best writer of these conflicts along the coasts is the Chief Justice Hon. Samuel Penhallow (1656-1726) of New England's then Superior Courts. He says in his "The History of the Wars of New England, 1703-1713 (first edition of the book 1726) that at Bonavista "the French burnt their stages and boats and laid a contribution upon the inhabitants."

Some of the traders across the bay were the "Wadhams", after whom the fishing grounds just beyond Cape Freels are named—namely, the "Wadham Islands." It would be interesting to know if the historic St. Stephens Church in Greenspond—one of the first churches along these coasts—was so named for this family, or through them. In some old "Notes on Cornwall" in "Proceedings of Cornwall and Dorset Association" we read:

"The parish church of St. Stephens is an un-

It is also to be noted that the baptisms, marriages and deaths of the Wadhams recorded in this church in the old West Country are many.

This old church in Greenspond stands out prominently as one crosses the bay. Thus J. B. Jukes, when on a Geological Survey writes in "Excursions in and About Newfoundland, 1839-40" that

"At daylight we found ourselves a few miles from Greenspond . . . and with the glass could discern the houses and the church."

"Not far away we saw the port

The strange old-fashioned but busy town,

The lighthouse, the dismantled fort,

The wooden houses, quaint and brown."

(See picture here of lower Greenspond harbour as it appeared about the time Jukes was writing over a century ago. This fine old picture was kindly furnished by Mr. L. J. Harnum, who knows his Greenspond from long residence there, a business man in St. John's over many years and presently an Insurance Adjuster in the Capital.)

The mercantile houses are seen flying their own trade flags so popular in other days. (The church can be seen in the background.) And this was about the



Lower Greenspond Harbour about 1840.

—from Courtesy L. J. Harnum

usually large one; on the floor of this church is a stone to George Wadham, Dorset, and heraldic arms with the stone. Dorothy Wadham gave five pounds to the poor of St. Stephens."

time that Noonan's and Stewarts conducted a large foreign trade from Greenspond. J. L. Noonan served several years in the House of Assembly in the latter part of the last century, and as a member from Bona-

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vista Bay. The Noonans were Consuls for Spain, with which country they did a large fish exporting trade.

My poem speaks of "lighthouse"! That on Puffin Island lying on the left as you enter the port was about the first one around these stormy coasts. The "dismantled fort" dates back to the dim ages in the history of Greenspond. What there was of defence, against hostile French and pirates, lay around the rough rocks on the right as you enter the harbour and somewhere where the old property of the Humphries.

One or two of these old pieces, popularly known as "the cannon" were brought out of storage to add to the celebration at the close of the Boer War (1901). I hear that Greenspond, being very patriotic, went the limit to celebrate the event. Besides, some Greenspond men had enrolled in the Royal Canadian Regiment for this war. And, too, after this war when the Royal Naval Reserve was formed about 1901, Greenspond men were some of the first to join up. They served in British warships in the West Indies.

This I know personally, that at the coronation of King George V (1910) a son of Greenspond, Benjamin Carter, then in the Naval Reserve and later a veteran of World War I, was selected with about twenty others from Newfoundland, to represent the Newfoundland Unit of this Reserve force in the great Coronation Parade in London. It was then that the great merchant family of Dominey (particularly Edgar) took great pride in trying out the old cannon.

Major W. H. Franklin, then a representative of a fish exporting concern, organized the coronation sports in Greenspond. Major Franklin served with distinction in World War I and passed away not too long ago while administering a large British territory in Africa. Edgar Dominey's oldest son, Harry, perhaps I should mention, was killed in action with the Royal Newfoundland Regiment in World War I.

I said in my first article on Greenspond that there was little evidence of French activity around Greenspond in its early days. I have now received a fine communication on this problem from a Greenspond lady now living in Montreal. She writes:

"Augustus Briffet, a merchant from St. Malo, Brittany, settled in Greenspond in the long ago and married a Greenspond girl. His children were all born there. He moved with his family to Alexander Bay (Bonavista South). Louis Briffet and Sons now carry on business there. Three of the

children of Richard graduated from Queen's University, Toronto." "Several were teachers . . . one wrote history textbooks published by Dent & Son . . . one has been a writer of short stories for the past twelve years. (One of these, according to the Dent publications I have seen, has a 1952 "History of Newfoundland and Labrador.")

An old friend of mine also unearthed some years ago, evidence of French or Irish in Greenspond. It is a beautiful crucifix with French words "Souvenir de Polorinace". The best translation is that of a souvenir of a Journal made to a sacred shrine.

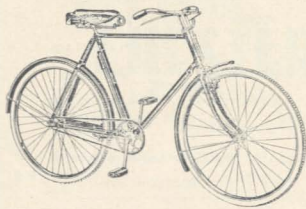
However, neither the French nor Irish ever lived in great numbers in Greenspond. But John F. Campbell in his "Tramps and Travels in America in 1854" visited Greenspond then and says in his book about the people he met in the summer of 1864 that "nine-tenths of the people seem to be Irish."

However, in the latter part of the last century many of the Irish went to Boston and vicinity and many of the English moved "up the bay" to Gambo, Alexander Bay, etc. Some of the Dewey's and Saunders' (all one related family) moved away to places more fertile for farming. David Smallwood, who had a business there, moved to Gambo.

But there were many who, in the changed business conditions saw their business gradually shrink, but died in harness. Notably among these were Samuel Dawe with his blacksmith shop, the Dowdens and Granters with their cooperage trade, making drums for the packing of cod fish. Mark Dowden's well-known cooper shop was over 100 years old. Then there was Sandy Wheeler with his sail loft for both making and mending jobs; George Wright with his lobster factory. All gone in the evolution of commerce and trade—but certainly not forgotten. They left an impress on the life of Greenspond. In many of such activities the island was pre-eminent, as the Daily News of March 27, 1909 said, when Captain Fred White died: "Indeed, the knowledge of navigation possessed by sealing captains of Bonavista Bay North was acquired from Captain White to whom this branch of study was always a favourite."

This brings us to the important question of—what sort of people settled on this island and port of Greenspond? Broadly speaking, they were poor, but not just ordinary poor people. They were endowed

(Continued on Page 30)



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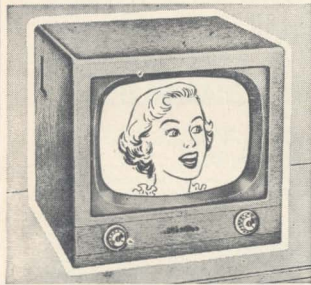
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PRIVILEGED FLAGS

By SIR RALPH NEWMAN

35, Wilton Crescent,
London, S.W.1,
January 27th, 1954.

Dear Professor Fay,

WE are delighted to hear from you and trust that you are well and flourishing.

Many thanks for the news cutting. I presume it is from the Newfoundland paper of 1953, or 1954. Could you let me know?

Under "Telegram Forum"—"Ensigns" by Dr. C. T. Fitzgerald who lives at Fairview, Trinity East, Newfoundland. His father was Dr. Fitzgerald the firm of Newman & Co.'s own Doctor employed by them at Harbour Breton, Gaultois, etc.

I have had long, long, correspondence with Dr. C. T. Fitzgerald. He seems terribly rooted to his own way of thinking.

I wrote a Treatise on Flags, which I sent to him. I told him that in the old days only the King's Ships, or those in the Service of the Crown were allowed to fly the Union Jack. No doubt the Crown gave the Privilege of flying the Union Jack to private persons who had rendered special service to the Crown.

The whole thing started by Dr. Fitzgerald writing to me stating that he considered that the Privileged Flag which Newman & Co. flew at their Plantations on the coast of Newfoundland was not the White Ensign, but the Union Jack. (He had received a copy of our Festival of Britain Brochure).

The Union Jack in the old days would have been a Privileged Flag. It still is though now abused. So would have been the White Ensign. It still is.

The King's Ships before the Union Flag used the St. George's Cross Flag.

In 1603 St. George's Cross Flag was in use.

In 1702 started the first evolution of this flag towards the White Ensign as known to-day.

My brother considers that a large St. George's Cross Flag used to be at Coryton, my Father's seat in Devon. This flag had come from Newfoundland where my Father gave up the Plantations and the vessels. I also have the rest of the flags which came from the Plantations and Vessels likewise. They consist of the Red Ensign, and Union Flag with a white border all round, and Union Jacks. We have not found any White Ensigns.

Dr. Fitzgerald says the Privilege was given in the reign of King James (which one he does not know). My Father used to say that it was given after the Shannon and the Chesapeake engagement.

Dr. Fitzgerald says—the Union Flag without a white border, or was it the White Ensign.

He then goes on to say that he maintains it was the Union Flag. I have told him that he is quite wrong about the Union Flag with the white border as correct for a Private Person to fly, and that he was misinformed by his Captain friend that the Union Flag with a white border (i.e. a white border all round. See sketch) was the correct flag to fly on a yacht, etc.



The Union Flag with a white border is the signal flag for a pilot, and has been so for a long time, though I believe it was flown erroneously by Merchant Vessels in N. American waters, but the practice was hastily stamped out by H.M. Ships.

Mr. Gallop (as referred to) was the son of Newman & Co.'s Manager at Harbour Breton or Gaultois. He says the Privilege was given after some affair with French Privateers.

Yes, of course the Union Jack without a white border, would have been a Privileged Flag, if any one flew it with authority from the Crown for thus so doing, as only the King's Ship, and presumably those in the Service of the Crown were allowed to fly it, i.e. such as an Admiralty Shore Station, etc.

I have written all living persons who either lived at Harbour Breton or Gaultois as either employees, or who were bred and brought up there; also the evidences of those with knowledge of the facts. The results are as follows:—

White Ensign — 12.

Union Flag — 4.

If given by King James I presume it would have been the early type of White Ensign which the White Squadron of King's Ships flew; or the earlier type of the Union Flag.

If given after the 1813 Chesapeake affair it would have been the Union Jack* or White Ensign* as used by the White Squadron, both of which were then Privileged Flags.

I presume in the old days vessels of the Navy flew according to their Squadrons, the White or Blue Ensign and the Union Flag.

According to the Admiralty Librarian, the White Ensign did not become the distinctive flag of the whole British fleet until 1854. Before that date the fleet was made up of Squadrons flying either the White or the Blue Ensigns.

Ref. the Union Flag with the white border, as I have already said that Flag has been and is the Pilot Signal Flag, though for some reason or other Merchant Vessels can now fly it on the Bowsprit. The order came out last year. It is now therefore used as the Pilot Signal Flag when hoisted aloft, and for a display flag on the Bowsprit.

As you know for centuries the only Flag Merchant Vessels flew, and still do, is the Red Ensign. The right of Merchant Vessels to fly the Union Flag was withdrawn in 1634. They are not allowed to fly the Union Flag. Every Dick, Tom and Harry flies the Union Flag now, but they have no right to do so on Buildings, etc. This is what I maintain.

No doubt Newman & Co.'s Privilege Flag warrant was thrown away and burnt at Harbour Breton when

*(Both Flags used by the whole of the Fleet to-day).

my father gave up same. This is what one of the clerks who worked there told me happened to masses of old Books, Documents, etc. He was there at the time.

My parents tried the Admiralty Librarian for the warrant without success. So have I. I have not employed a research worker on the job. So terribly expensive. The best bet would be the P.R.O. One might try the James' years and the 1813 year.

I don't think the Maritime Museum have any Navy records. Only pictures, etc. Newman & Co. and Newman Hunt & Co.'s vessels did not fly the Privileged Flag; it was only flown on Newman & Co.'s N.F.L.D. Shore Stations. All early photos of the Stations show no flags flying on the flagstuffs. Maddening. Photos of Vessels show the Red Ensign and Newman's Check House Flag. (Blue and White checks).

I note on a 1813 contemporary Coloured Print of the Shannon and Chesapeake engagement, as in the office here, that the 'Shannon' appears to be flying the White Ensign, though the colouring is rather difficult to decide upon. I would like your opinion on this when you are next here (of course some artists were entirely accurate, others were not). The 'Shannon' also flies another flag, but the colour and design of it are undecipherable.

Hoping that you will come and see us next time you are in London. All best wishes for 1954.

Yours sincerely,

RALPH NEWMAN.

(We are indebted to Dr. C. R. Fay for the above interesting letter.—Editor).

BRAVERY AND ENDURANCE

WITH the help of other residents of Nicholsville, near Deer Lake, Mrs. Prowse managed to bring a five-year-old unconscious boy out of icy waters, having kept him afloat for half an hour, thus saving his life.

The boy, Ronald Bailey, was playing on thin ice in the middle of the Upper Humber River when he fell through. Little Pasty Prowse ran and informed her mother, who ran onto the ice but, unfortunately, fell through herself, bruising her side. The woman man-

aged to get the drowning boy by breaking through the ice that separated them.

Holding the lad in one arm, the woman kept afloat with the other. Meanwhile, Mr. Prowse, with the aid of three planks, tried to reach his wife and nephew, but the ice gave way under him too. Then a young man named Donald Denis, tied a rope to one of the planks and shoved it out to the helpless people and hauled them to safety.

People of the area are wondering if the Dominion Humane Association will give Mrs. Prowse a medal for her bravery and endurance.

TAKE TIME

- Take time to work—it is the price of success.
- Take time to think—it is the source of power.
- Take time to play—it is the secret of perpetual youth.
- Take time to read—it is the fountain of wisdom.
- Take time to worship—it is the highway of reverence.
- Take time to be friendly—it is the road to happiness.
- Take time to dream—it is hitching your wagon to a star.
- Take time to love and be loved—it is the privilege of the gods.
- Take time to look around—it is too short a day to be selfish.
- Take time to laugh—it is the music of the soul.

—Author Unknown.

On a foggy June day in 1954 the United States Government showed its gratitude to the people of St. Lawrence and Lawn for the heroic action of these people in the disaster of the "Truxton" and the "Pollux," lost during the war, by presenting these communities with a modern, fully-equipped hospital.

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THE GREENSPOND SAGA

(Continued from Page 24)

with both energy and ability to realize their hopes, if it were at all possible.

Some sons and daughters of Greenspond have been mentioned in the first article. To justify this more extensive biography I shall quote from 3 Ecc. 22:

"Wherefore I perceive that there is nothing better than that a man should rejoice in his own works for that is his portion."

The great Universities in Canada were household words in Greenspond even over half a century ago. The many men who went from Greenspond to the Methodist ministry on the continent were graduated from two or three Canadian Universities, barring possibly Rev. John Pittman, one of the first in the field and years ago a minister to the sailors of Boston harbour.

When Rev. C. A. Whitmarsh died in New York State the "Brooklyn Eagle" of April 8, 1952, said:
"Born in Greens Pond . . . educated at Sackville,

Mount Allison, etc. In addition to his charges in Brooklyn, etc., he had served as pastor in Rye (N.Y.) etc., etc."

When I lived in Brooklyn, I often passed "The Parkway Methodist Church, Rev. C. A. Whitmarsh." He was once pastor of Cochrane Street Church, in St. John's.

Then there is the Rev. George Burry of Toronto Conference (then Methodist Church). His namesake, George Burry was killed in action with the Royal Newfoundland Regiment in World War I. Wesley Burry went to a western college; but being fatally hurt in an athletic game, he lies buried in the West. I have already mentioned Rev. Garland Burton, now retired in Ontario and Rev. W. P. Wornell, still carrying on. Miss Stella Burry, long in church work in Canada is now Matron of Emmanuel House for Girls in St. John's.

Wesley's sons can speak with joy
Of the fields their toils have won
On the distant prairie wide
Region of the setting sun.

The Burry's "on the point" as it is locally expressed, were a versatile people. Some of the older generation built the schooners and boats for themselves and others, notably the "Stella" for Edwin Edgar, which was the largest one perhaps launched in Greenspond. And I don't say the above because my grandmother was a Burry "off the Point" or Wings Island.

Many sons of Greenspond went into Engineering and Mining abroad. Perhaps the start in this field was a paper prepared by the Venerable Robert Granter on "Opinions on How Newfoundland Was Made." This paper, written perhaps seventy-five years ago, shows a remarkable display of intellectual development by a man who never went to any college.

Soon, however, the sons of Greenspond moved out to study those subjects in the larger Canadian Universities. Eric Bishop of the Canadian Air Force in World War I took his Ph.D. in Engineering from McGill. I happened to be going to Columbia University when Eric was there doing some research work in his subjects, and of course saw him many times as his mother and mine were sisters.

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It Pays To Remember . . .

TEMPLETON'S

FOR

WALL PAPERS AND PAINTS

Someone wrote me that I didn't mention the Miffen family. A son, Sydney, went directly from Greenspond to McGill and graduated in Mining Engineering. The "Engineering and Mining Journal" of Canada for Jan. 28, 1931 has this official notice on "A Shaft and Horsepower Chart, designed and copyrighted by Sydney Miffelin." He was also for some time commentator on Nova Scotia mining. There are articles by him in the "Canadian Mining Journal" for March 2, 1928 on "the Sterling Mine in Cape Breton Island", on Jan. 31, 1930 on "Mining Operations in Nova Scotia." His brother, Frank early joined the staff of the Bank of Montreal and now long connected with a financial house in Wall Street, the great financial centre of New York City. Their father was later Liquor Comptroller in St. John's and I visited him in his office there in the late 1920's.

Letters tell me that I had not mentioned Dr. MacDonald, who settled in Greenspond from Edinburgh University and married a Greenspond lady. His son, Kenneth, educated in Engineering in Scotland, was a member of the National Convention in the 1940's.



Captain Peter Carter

A word is long overdue on the Carters. Many served in the Royal Naval Reserve. Kenneth J. Carter, at St. John's, a veteran of World War I, is of a family upon which war has laid its toll. His brother, Arthur, of the Royal Naval Reserve served in World War I and was lost serving as a leading officer in the Merchant Marine of World War II. I enjoyed the hospitality of his home many times when he was living in New York state in 1920's. Another brother, George, teaching on the Labrador, enlisted in a Canadian Regiment in World War I and was killed in action.

Let us follow Greenspond a moment to Western Canada. Darius Smith whose first experience in seamanship was with Captain William Davis in his trading schooner. Long in the Naval Reserve, he captained foreign-going vessels and later served in the Royal Navy as an officer in the Far East. Vancouver papers of a few years ago notes one of his sons: William R. Smith, won the Dunsmuir Scholarship in Mining Engineering (University of B.C.). He later went on to the Master's Degree in the same field of study. His brother, George, went to the same University. He was taken away from Greenspond when about a year or two old. Their mother was one of my sisters. George served in the Canadian Army in World War II. The "Daily Province" newspaper of British Columbia on May 10, 1951 says:

"First family on Alcan's Kemano road-building

project is recorded by Province cameraman as Mrs. George Smith and four-year-old Jimmy, greet their father, George Smith, chief field engineer." (The Aluminum Company of Canada is developing a large area—one of the largest ever attempted in the West—for mining purposes).



Mrs. Dewey—a Greenspond lady of a century ago; grandmother of W. J. Pierce, and Joseph Dewey.

I produce here a fine photo of about a century ago, of one member of the intellectual family of Dewey—grandmother of my old friend W. J. (Jim) Dewey, as a sample of a Greenspond personality of other days. A brother of W. J.—Pierce—was second in Newfoundland in the Higher Education examinations in the same year that my sister (long with Rt. Hon. Sir Richard Squires, P.C., as personal secretary in his stormy political career) was first in Newfoundland. Pierce and his brother Joseph were in the Royal Newfoundland Regiment in World War I and Joseph fell in line of duty in 1918.

I must again ask anyone who has anything of interest in mind of Greenspond to pass it along. The making of history is a co-operative enterprise, and let us make this one a history par excellence for a small seaport town. I again thank Mr. W. J. Dewey, Mr. and Mrs. Ralph Wright, Mrs. Llewelyn Burry, Rev. Garland Burton of Ontario and others abroad who do not wish to be mentioned by name.

In the meantime:

God bless the sea-beat island!
And grant for evermore
That charity and freedom dwell
As now, upon her shore.
(To be continued)

Gold Sall Leather Goods Ltd. at Harbour Grace, one of the quickest of our new industries to go into production, made its first deliveries to customers in February, 1954. The products of the firm found immediate acceptance by both buyers and the consumer. A good impression was made on the mainland where about 75 accounts have been opened.

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Film Council Annual Meeting

(Daily News)

SOME three hundred people were present Monday, February 10th at the annual meeting of the Film Council when the annual reports for the year were presented showing the Council in a very healthy position. It was the largest meeting on record of the Council and films of great interest were shown including the R.C.M.P. film named "Musical Ride," a spectacular and colorful exhibition of horsemanship that demonstrated the precision and training of both men and animals in our renowned mounted police, and following it was a new film of Newfoundland called appropriately "The Land We Love" produced by Len Earle, manager of Harvey's Travel Agency. This film, taken on the Avalon Peninsula had some shots of unsurpassed beauty of the flora of the countryside and included some remarkable close-ups of squid-jigging; and included a tape recorded commentary which enhanced the interest of the pictures and suitably enough Art Scammell's "Squid Jigging Ground" was rendered at the proper place in the picture. Mr. Earle is to be congratulated for providing an excellent color film of some of the beauties of our landscape.

Mr. N. Penney presided and welcomed the large gathering. After the annual reports had been presented by Mr. J. V. Rabbitts and Mr. G. Nicholl the chairman called on Hon. Dr. H. L. Pottle, M.A., Minister of Public Welfare to conduct the election of officers with the following results:—

President—N. Penney; 1st Vice President—L. Earle; 2nd Vice President—Miss Daphne L. Pratt, B.A.; Secretary—J. V. Rabbitts; Treasurer—G. Nicholl; Immediate Past President—H. L. Dawe; Directors—Mrs. Doris Pittman, G. S. Doyle, O.B.E., O.St.J., M. Wilansky, M. J. Jones, R. Tooton, M. Byrne, and D. L. Butler.

Following the meeting, there was a social hour.

The wood cutting operation contracted by George Warr, Springdale, for Bowaters of Corner Brook, cut and shipped wood to the value of \$700,000 in 1954. The average earnings per man is approximately \$10.00 per day.

A view of picturesque Burgeo on the South West Coast, taken about 1904.



Flashes From A Year of Progress

A NEW BAKERY was opened at Catalina in 1954, the first of its kind in that area, it was named "Coronation Bakery."

A new Regional Library has been opened at Winterton, T.B.

Irving Oil Ltd., is erecting fifteen oil storage tanks for their new station to be established at Grand Bank.

The new fresh fish processing plant to go into operation at Grand Bank in 1955 will employ up to 300 people ashore and a fleet of draggers, longliners and shore fishermen.

A new telephone system was installed at Bonavista in 1954 by the Canadian National Railways with some 200 subscribers. A similar dial system is also operating at Catalina and Port Union, with extensions to nearby communities.

Brookfield Ice Cream Co., Ltd., opened a new ice cream plant at Bonavista. It is located in the vicinity of the Bonavista Cottage Hospital.

The largest number of cars per road mileage in Newfoundland is at Springdale.

The logging and sawmill industry of Jonas Noble & Sons of Springdale produced 600,000 F.B.M. in 1954.

Koch Shoes at Harbour Grace, began production in May, 1954, and has produced about 20,000 pairs of men's shoes. Nearly all output to date is being taken up in Newfoundland and the company now has shoes on order for 100 stores from Moncton to British Columbia. Newfoundland orders were so heavy at first, production could not keep pace with the demand. This year the plant will also produce ladies' and children's footwear.

Northeast Fisheries Industries plant at Harbour Grace reports the average number of employees in 1954 was 350, with an average weekly payroll of \$19,000.00.

The Western Marine Insurance Co., Ltd., a locally organized and operated marine insurance concern which had served the Grand Bank area since 1912, went into voluntary liquidation in 1954.

Two old houses at Carbonear, one over 150 years old and the other 170 years old, the former owned by the late Edward Forward, and the latter by the late Mark and Nathaniel Forward, have been demolished, thus two more old landmarks of our past have disappeared.

Dr. Edwin J. and Mrs. Short of Heart's Content, donated a piece of ground as a public park at Hant's Harbour and the people of the harbour prepared a skating rink for the children last fall and will prepare a baseball pitch for the coming summer.



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GRAND OLD LADY OF SUNSET LODGE

(The subject of this article—Aunt Emily Eastman—who lives at "Sunset Lodge," is now in her 97th year and for the past several years has been interviewed over the radio on her birthday.—Editor.)

By MRS. ARCH ADAMS

IN the autumn of 1869, 86 years ago, a little girl of 10 years kissed her mother good-bye at Hant's Harbour, Trinity Bay, and went on board a schooner and crossed the Bay to Shoal Harbour to live with Mrs. Moses Tilley as a little errand girl and a helper in any way she could. Her name was Emily Adey. Times were hard in those days; her mother being a widow found it difficult to provide for her children, and sometimes Emily went hungry, but at Shoal Harbour, when she went to live there, there was plenty of good food; the people with whom she lived had several milch cows, poultry, ducks, geese, sheep, etc., they also grew wheat, oats, barley, fruit and vegetables, and it was an ideal place for a little girl to grow up; her mistress was kind, gave her good clothes, taught her to read, provided her with good books so that under Christian training and influence she became a Christian. When she was 17 years old her kind mistress died and after a while changes took place. Emily sought employment in another home and she found that she had to go to the Labrador as a servant on a schooner. It was a bitter pill to her but she went and as expected she found that the conditions on the Labrador at that time were, to say the least, very primitive. It was a great shock to a young girl brought up in a refined Christian home to find that she had to associate with coarse people of low morals. They tried to get her to go ashore to the dances and carousals that were held in some of the harbours but she would not.

One evening she was sitting on the deck of the schooner with her hymn book in her hand when one of the crew came along and snatched the book from her saying, "If you won't come ashore we won't let you sing." She quietly replied: "You may take away my book but you can't take away what is in my heart."

But the ordeal through which she passed proved too much for her and before the summer had passed she was a nervous wreck, and on their return from Labra-

dor she was taken home to her mother at Hant's Harbour. As the schooner was entering the harbour Emily was pacing the deck singing a hymn:

"Dare to be a Daniel,
Dare to stand alone."

Think of the poor mother, a few years before her husband was brought home to her a corpse packed in salt, and now her daughter, a wreck, but her soul was unsullied. It was a long time before Emily recovered enough to go to work. Eventually she married and went to the United States; they both worked, bought a plot of land and built a home of their own, but her husband was taken ill and after nine years of suffering, died, leaving her with one son 12 years old. Later she came back to Newfoundland and married an old friend of her childhood, Mr. Eastman. They both returned to America and lived there for several years when Mr. Eastman gave way and she gave the home to her son and they came back to Shoal Harbour and settled down, but her heart was ever in the States. During the Spanish Flu epidemic she received a telegram telling her to come immediately as her son and his wife were seriously ill. She set out immediately and upon her arrival she found they had both died and awaited her arrival for interment in one grave. They left three children, the youngest only a few days old. She sold her property giving the children their share and got them adopted in good homes, came back a broken-hearted woman, but time is the great healer. Mr. Eastman died in his ninetieth year, and after living around among friends for a time, she finally took up residence in the Salvation Army "Sunset Lodge," St. John's. There she is quietly waiting "till the shadows are a little longer grown" for her in her Father's house of many mansions."

Remember well and bear in mind
That a constant friend is hard to find
And when you find one staunch and true
Trade not the old one for the new.

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ST. JOHN'S

NEW BOOKS

(The Royal Newfoundland Regiments Role in One of the World's Twenty Famous Naval Battles—Lake Erie, Sept. 10, 1813. By Dr. Robert Saunders, J.D. Printed by T. Looker, Ltd., Poole, England. \$2.00).

THOSE readers who have been following the series of articles appearing in the *Quarterly* from the gifted pen of Dr. Saunders entitled "When Newfoundland Helped Save Canada" will upon reading this new book recognize the technique of the writer and his passion for accuracy in detail and authenticity of his many quotations, and the bibliography graphically shows the great amount of research he undertook to get the facts.

In his Preface Dr. Saunders says:

"This book is concerned with Newfoundland's part in that historic conflict on Lake Erie, Sept. 10, 1813, in which engagement the Royal Newfoundland Regiment supplied one-third of the total British forces."

and he proceeds to set out the trend of that engagement under the following headings:

"The Forces Marshall for the Conflict";
 "The Curtain Rises on the Drama";
 "The Enemy Flagship Strikes Her Colours";
 "A Crisis is Reached on Both Sides";
 "The Second Phase";
 "Calm on the Waters";
 "When Chivalry was in Flower";
 "Historical Significance of the Battle";
 "General Conclusions".

As will be seen by the headings, we are carried through the preparations for the fray, the ebb and flow of the tide of battle as the struggle reaches its climax and enters the second phase, and finally the chivalry of the victors towards the vanquished, all making up a thrilling record of an engagement that stands out as "one of the world's Twenty Famous Naval Battles."

The volume is profusely illustrated and contains maps and drawings showing the disposition of the opposing forces, and on the outside cover is a facsimile metal reproduction of a "soldier's cross belt-plate of the Royal Newfoundland Regiment, War of 1812" found at Ticonderoga.

Altogether this volume by Dr. Saunders follows closely the standard for research outlined in the Royal Bank of Canada monthly letter in 1952 and which is quoted in the Preface:

"... To find the truth no matter how obscure; to recognize it no matter in what strange form it may present itself; to formulate it honestly, to state it unmistakably; and to reason from it remorselessly and without regard to prejudice."

and in this the author has eminently succeeded. A book to be read by all who are interested in the study of the transition of early settlement in America when one section of the population of North America sought to throw off its Old World way of life, and the other sought to keep that which they felt was good of the old and develop from it a new and better way. Both have succeeded in developing new forms of government, unlike in many ways, but from the lessons of the past struggles they have learned to live in peace, and with the longest undefended boundary in the world, have learned to live side by side without fear of aggression.

"John Job's Family" (Second Edition) by Hon. R. B. Job, published in a limited edition by the author.

HON. R. B. JOB has published a second and enlarged edition of "John Job's Family." Actually this new edition goes beyond the purely personal in the history of this family and gives a glimpse of the impact it has had upon the economic and social life of Newfoundland. In the enlarged edition (144 pages) Mr. Job has included a great deal of new material dealing with the operations of the firm of Job Brothers & Co., Ltd., in the business life of Newfoundland. It is profusely illustrated with additional historic portraits of the family as well as numerous pictures of the fleets of sailing and steamships which through the years operated under the flag of this historic firm.

Much more detail has been added to the family history and new chapters cover such subjects as "Shipping and the Seal Fishery"; "Hon. Wm. Carson, M.D.; "Author's Rambling Thoughts, Memoirs, Notes and Comment." There are 15 Appendices included in the latter and they cover a wide range of subjects all of great interest to the student of Newfoundland history. For example, there is a "Partial List of Steamers and Sailing Vessels owned or managed by the corporation... up to 1952," and many of these names will recall nostalgic memories to the older generation. This list also includes the dates of ownership, Names of Captains or Masters, and under remarks we find such interesting items as "Mary", 1816, a prize three-masted ship; Ship "Harrison" 1816, see memoirs of G. Noscie, Norwegian sailor; "Blue Peter" cold storage factory ship; M.V. "Sammy" early 1900's, probably the first vessel in Newfoundland fitted solely for motor power with internal combustion engine—a Gideon Hot Bulb engine.

In a partial list of sealing Captains or Masters appears the names of such famous seal-killers as the Bartletts (including Capt. Bob of North Polar fame), the Barbour, Winsor, Dawe, Dominy, White, Blandford and Keans.

It is regrettable that the second edition, like the first is so limited, (the latter about 100 copies). In his

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modesty the author says in a note sent with the first presentation copy "it is in the main a history of the family and not written with a view to general circulation." It deserves a much wider circulation for it contains much valuable information that goes beyond "family" history, and is a valuable contribution to the Newfoundland saga and could be profitably read by all who are interested in our storied past.

(Reflections. By R. A. Parsons. Published by the Newfoundland Academy of Art. With a Foreword by Rt. Rev. Monsignor M. F. Dinn.)

THIS little volume of poems by R. A. Parsons, Q.C., has the atmosphere of Newfoundland permeating its pages and it is profusely decorated with illustrations by Reginald Shepherd, A.O.C.A.

It contains poems with such fascinating headings as: "To a Shack on North River Road," "Soliloquy of a Tomcat on the Art of Living," "My Pipe," "The Ne'er Do Well," and "The Cry of the Loon."

Monsignor Dinn, in his foreword says: "... of the tests that may be employed in determining the quality of poetry, I think, I may safely apply that one whereof I judge with simplicity the music I hear from time to time, by rejecting what offends my ear and accepts that which affords me pleasure and composure. Upon this test, I can accept these poems, for the language and measure employed by the author affects me agreeably."

If this be the measure of the quality of poetry, it would appear that Mr. Parsons has succeeded in "affording pleasure and composure" and in "affecting agreeably" a wide audience.

The Nfld. Association of Montreal

FOUNDED in 1947, and chartered under the laws of Quebec, the Newfoundlanders Association of Montreal is a social and service club operating under a slogan of "Service to Others" and seeks to provide a meeting place where Newfoundlanders may enjoy each others company in an atmosphere of friendship and goodwill.

Regular meetings are held on the third Thursday and social gatherings on the first Friday of each month except July and August. The Association maintains a benevolent fund for the alleviation of distress among its members. From this fund flowers, fruit, etc., are sent to members in hospital and sympathy extended in times of bereavement. Financial aid is extended to relieve distress. There is also a visiting committee.

In addition to the regular and social meetings certain special functions are held and include the Cabot Memorial Day celebration at Atwater Park, the Annual Picnic, the Annual Bazaar and the Children's Christmas Party. With these and other activities planned for the near future, no Newfoundlanders living in or near Montreal need be lonely or without friends. The amount that can be done depends on the number of willing hands and warm hearts available to do the work. Membership fees are small and within the reach of everyone. If you are a Newfoundlander, or direct descendant of a Newfoundland parent living in or near Montreal, you will be welcome. Please come and visit us soon. Our present meeting place is the Canadian Legion Building, 1191 Mountain Street, Montreal. Frank Doherty is the President.

A BIRD IN THE HAND . . .



IS WORTH
22
IN THE BUSH

and if your property isn't adequately insured against loss by fire, your home, and perhaps your life's savings sits in the bush ready to fly away at the first outbreak.

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OBITUARIES

DR. A. G. HATCHER

A DISTINGUISHED member of a distinguished family of Educationists was lost to the community in the passing of Dr. A. G. Hatcher, M.A., LL.D., President Emeritus of the Memorial University of Newfoundland, in November 1954.

In a tribute to the late Dr. Hatcher, P. Lloyd Soper, President of the Memorial University Alumni Association, said:

"When we meet in a gathering such as this it is natural that we should be thinking of past associations. After all, we are here to-night because at some time we have worked and played at this University.

"I am sure that each of us has thought to-night of one who would have delighted in the company of a group such as this, for Albert George Hatcher was never happier than when he was with his students and those who had been students at Memorial.

"This lecture theatre, probably more than any other part of the University, is linked in our memory with Dr. Hatcher. We think of him first as a teacher, for most students attended his lectures.

"But though Dr. Hatcher set out to teach mathematics we learnt from him more than the fundamentals of solid geometry. His classes were spiced with asides that spanned the cultures from Greek mythology to Newfoundland folk lore and were leavened with thoughts on such widely separated themes as the use of the English word and the mathematical chances that challenge the gambler.

"Head of the University family was no meaningless figure of speech to Dr. Hatcher. His knowledge of the students who passed through the doors of the Memorial was intimate and he was interested in every one of them. He enjoyed their success, sympathized with their setbacks and shared their sorrows.

"I could speak at length on Dr. Hatcher's service to the public, for, to him, the college and university were not things apart, unrelated to the community. He made his influence felt in many ways in St. John's and Newfoundland.

"We think of Dr. Hatcher the man, kindly, courteous and thoughtful towards all with whom he came in contact. We shall miss him but in a very real sense we feel his spirit still with us."

S. E. GARLAND

ANOTHER link with the past of St. John's was broken in the death of Samuel E. Garland, well known bookseller in December, 1954, at the age of 90 years, which occurred in the Grace Hospital. For many years Mr. Garland conducted the largest book, stationery and gift shop in the city in what was known as the Garland Building on Water Street which he built in 1893 following the Great Fire of 1892. The deceased suffered a great financial loss in a fire which subsequently destroyed the whole Baird waterside premises and gutted his own.

Of late years Mr. Garland had acted as a magazine agent and was a familiar figure making the rounds of the city to his customers. He had a great fund of knowledge about Newfoundland literature in particular, and it is probable that more of the rare books about Newfoundland passed through his hands than any other source.

RALPH B. HERDER

THE following tribute to Ralph Herder was published editorially in the Montreal Star:

"Ralph Herder, publisher of the Evening Telegram, St. John's, who died January 8th was a man of many parts, soldier, actor, hockey player, he was good in all these fields, and as a newspaperman made a mark that will endure in Newfoundland and across Canada as well.

Mr. Herder came to the newspaper business by both predilection and inheritance. Printer's ink was in his blood, for his father had founded the Evening Telegram in 1879, and the boy grew up in the atmosphere of a small paper on which everybody does everything. It is a good training school for the business and Ralph Herder made the most of it. When he came to the management he knew the business from top to bottom.

"... He took time out to serve overseas during the Great War. Perhaps to say he took time out is to put it badly, for he was one of that eager group who formed Newfoundland's First Five Hundred immediately war broke out and gave an excellent account of themselves in France. He toyed with acting on discharge from the service but the call of the newspaper was strong and he returned to it and devoted the remainder of his life to it and to community causes. The whole of Newfoundland and St. John's, more particularly, benefitted from his devotion to good works. He will be missed by a host of friends across Canada.

Avoid Worry—It is the most expensive luxury you can aspire to. It drains the nervous system and undermines your health, and if persisted in long enough will send you to a sanitarium.

Seek Knowledge — Keep opening new infinities of your own knowledge. We are never too wise, nor too old to learn.

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Photo Courtesy Hon. Harold Macpherson.
 Intelligence, courage, loyalty are characteristics of the Newfoundland dog, and Westerland Sieger, above, from Westerland Kennels, is an example of all that is best in the breed.

WINNERS IN EDUCATION DEPARTMENT

ARTS AND LETTERS COMPETITION

The Honourable J. R. Chalker, Minister of Education, is pleased to announce the winners in the 1954-55 Arts and Letters Government sponsored contest. The following is a list of winners:—

Historical Accounts of hitherto neglected periods of our Island History.

First Prize\$300.00

Mr. L. E. F. English,
176 Pleasant Street,
St. John's.

Entitled: "The First Constitutional Suspension."

Second Prize\$100.00

Mr. J. G. Higgins, Q.C.,
42 Rennie's Mill Road,
St. John's.

Entitled: "How The Rule of Law Came to Newfoundland."

For the best original Poem.

Second Prize\$ 50.00

Mrs. Lenore Pratt,
3 Hill Road,
Grand Falls.

Entitled: "In Memoriam of Kathleen Ferrier".

(Note: No Poem merited First Prize award).

For the best Short Story.

First Prize\$100.00

Miss Cassie Brown,
Karwood, Donovan's.

Entitled: "Black Rock Sunk".

Second Prize\$ 50.00

Mrs. Gwen Seary,
82 Whiteway St.,
St. John's.

Entitled: "The Petticoat".

March 25th, 1955.

NOTE:

Winning entries in the above competition will be published in the June and subsequent issues of the Quarterly. Order your copies now!

For the best Portrait Painting.

Second Prize\$ 50.00

Mrs. R. E. Bennett,
26 Monkstown Road,
St. John's.

Entitled: "Portrait of A Boy".

(Note: No Portrait merited First Prize award).

For the best Landscape, etc.

First Prize\$100.00

Mr. Christopher Pratt,
Waterford Bridge Rd.,
St. John's.

Entitled: "The Bait Rocks".

Second Prize\$ 50.00

Mrs. Annette Goodridge,
64 Circular Rd.,
St. John's.

Entitled: "Marigolds".

For the best Ballad or Come-All-Ye.

First Prize\$100.00

Mr. L. E. F. English,
176 Pleasant St.,
St. John's.

Entitled: "The Ballad of Christopher Martin".

Second Prize\$ 50.00

Mrs. Stella Whalen,
40 Bonaventure Avenue,
St. John's.

Entitled: "The Ballad of the Cathedral".

For the best Radio Script.

First Prize\$100.00

Mrs. Muriel McKay,
54 Pine Bud Ave.,
St. John's.

Entitled: "Grandpa and The Writer".

THE NEWFOUNDLAND DOG

(Continued from Page 21)

Tales of the courage and sagacity of the Newfoundland are legion. In 1941, men of a Canadian Regiment faced the Japs in the Far East. The little brown men were swarming everywhere and soon the bastion was to fall. A Jap sniper had been harrasing a group of Canadians and suddenly he threw a grenade. The missile hurtled over the sandbags and was about to land among the soldiers and explode when a shadowy great shape detached itself and flinging its body into the air, caught the grenade between its teeth, raced into the open and perished as the grenade exploded, thus saving the lives of many, if not all, the twenty soldiers. The dog, "Westerland Champion", was bred and formerly owned by Mr. Macpherson of "Westerland" kennels, Newfoundland.



—Photo Courtesy Jack A. White

MRS. JACK A. WHITE,
enthusiastic dog-lover with first for Lifesafer Kennels.

In 1914 the prize to the dog with the highest record of courage in England was awarded by the London Daily News to a Newfoundland for "having saved from drowning in a river Willie Frampton, and other meritorious feats."

Such feats of life-saving come natural to the dog, bred and developed along the coasts of Newfoundland. Used to the sea from puppyhood, the breed becomes possessed of innate life-saving qualities, and many a child who tumbled over a fish-stage or wharf was quickly hauled to safety by the friendly Newfoundland.

A minister, lost in a heavy snowstorm, saw with consternation his dog dart off and thought it had deserted him, but lived to see that dog return through the

blinding snow with a party of rescuers, who saved his life.

Even Charles Dickens could write how his Newfoundland saved a dog. The great author's favourite dogs were Don and his son Bumble. In 1888 Dickens wrote: "The other day Bumble got into difficulty among some floating timber and got frightened; Don was standing by me shaking off the wet and looking on carelessly, when suddenly he perceived something amiss and went in with a bound, bringing Bumble out by the ear; the scientific way in which he towed him along was charming."

A guest of Richard Wagner relates how, after a dinner party the great musician said: "We shall now be entertained by two of Nature's Gentlemen", slid back the door and in came two huge and dignified Newfoundlands.

When Sir Walter Scott's grandson, Johnnie Lockhart, was born, Scott wrote that he hoped "Mungo", (a favourite Newfoundland) approved of the new arrival. Several years after, the best present he could wish for and gave him (Johnnie) was a Newfoundland pup.

Burns and Byron both wrote lyrical verses in praise of the breed, while Sir Edwin Landseer's most famous picture was that of a Newfoundland dog, beneath which he wrote: "A distinguished member of the Humane Society." Jeanete MacDonald, the movie star, is said to have sent her Newfoundland to war in World War II.

Mr. Macpherson can tell many incidents which all speak of the dog's intelligence.

Hendrik Willem Van Loon's Newfoundland "Westerland Saga", which dog was acquired by a Flight Lieutenant on a Liberator Bomber "Subconscious" fighting subs, which is probably the only dog ever equipped with a parachute and oxygen mask and had a very colourful career, was left behind in London in an emergency move on his jeep. In the next flight she was shot down over Germany and the owner sent a letter to Mr. Macpherson from a German prison camp, which ended in his recovery of the dog and shipped it to the officer's home in the U.S.A. to await his return.

"One of my friends living near the sea cliffs during summer each year usually borrows a Newfoundland from a friend's kennels, which dog promptly accepts membership in that family. Automatically the dog edges the children in from the cliff and generally takes over their guardianship. Taking its place on the beach, with a watchful eye, while they are swimming it does not go into the water until their swim is ended." "A year or two ago," says Mr. Macpherson, "a three-inch overnight rainfall had turned a placid stream into a swirling torrent over two feet deep which a terrier belonging to the farmer had attempted to cross and was drowning, when one of the Westerland Newfoundlands rushed down the river side some hundreds of feet and plunged in below where the terrier was struggling; the terrier managed to climb on his back and rode ashore. It will never be known whether it was a supersonic SOS above human hearing was heard by the life saver. It is possible that the terrier emitted such an SOS, or that dogs can communicate with each other 'in extremis'."

His dogs show an understanding of situations that is almost human. Once, a welfare nurse on her way past the Macpherson residence, was accosted by an inebriated man who could have become troublesome. The dog spotted the man and with a growl darted chivalrously to the lady's aid. Seeing the black shape hurtle through

the darkness, the man must have thought that judgment had descended upon him for he fled, and in St. John's rumour says he is still running to this day! The dog accompanied the nurse to her home, waited until she unlocked her front door, saw her safely inside, and then with a wag of his tail, bounded off home.

It is such qualities which have made Newfoundland-lovers declare no breed has a greater claim to the title of "Friend to Man." Dogs which could command the attention and praise of such men can be of no mean order.



—Photo Courtesy Jack A. White

Introducing "Jennifer" to SeaSprite who looks eager to take over her guardianship.

So sagacious are Newfoundlands they defy description. My wife and I have one, an 18 months old bitch, Sea Sprite of Sparry, which we bought all the way from England by air. We have a tiny baby and the moment the baby cries, Sea Sprite, who is outdoors, will commence to bark and will continue barking and trying to get in the house until we bring the baby, all wrapped up in a blanket, to the window so that she will see the baby is in good hands. Once she sees the baby is with my wife, Sea Sprite is content and will cease her barking.

There are not enough Newfoundland pups produced by kennels all over the world to satisfy the demand, and so, we are happy to report there is a new resurgence of the breed, a new determination that the land which bred them will always have them on our shores.

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NEWFOUNDLANDS GET MOST PUBLICITY

At the world's biggest Dog Show, the Westminster Kennel Show held recently in New York, one of the sections which attracted most publicity was the one where the big black heroes, the Newfoundland dogs were shown. Judges and critics raved about them and metropolitan dailies like the New York Times and the Herald-Tribune featured pictures of them, making them familiar to millions of people, and yet not one of them was shown from Newfoundland.

With the renewed and growing interest in our famous breed here it is hoped that in the near future Newfoundlands from Newfoundland will be included in these shows.

MAKES MODELS OF NEWFOUNDLANDS

In Longueuil, Quebec, near Montreal, an American-born Canadian lady, Miss Emily Meiss, has a unique hobby—making large models of Newfoundland dogs. One of these was received by the Editor of *The Newfoundland Quarterly* recently. It is quite large, about 8 inches long and is an excellent example of the big black Newfoundland. Miss Meiss is an active worker in the Newfoundland Association of Montreal and visited the island last summer. She lives at 226 Montarville Street, Longueuil, Quebec.

Letters telling stories of heroic action by Newfoundland dogs will be welcomed. Please confine letters to 250 words or less. Photos of the dog if available would be accepted. Ed.

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Who Stopped The Sunday Gun?

By M. A. DEVINE



The Noon-Day Gun

"Now hasten forth, reporter man," the editor did say,
 "For some important news is out about the town today."
 "Go down to Skipper Eli Dawe and question him,
 my son;
 He knows, I s'pose, who told Tom Rose
 To stop the Sunday gun."

Then straight hied that reporter man to Skipper Eli
 Dawe,
 And sought the information with considerable awe.
 "I cannot tell," the skipper said, "But ask E. C. Watson,
 He knows, I s'pose, who told Tom Rose
 To stop the Sunday gun."

E. C. received the pencil fiend with bland and kindly
 smile,
 And said "I'll get the news you want, in just a little
 while,
 I'll inquire of H. C. Morris, he's out now for a run.
 He knows, I s'pose, who told Tom Rose
 To stop the Sunday gun."

Ere long the stalwart manly form of Morris hove in
 sight,
 He said "My dear reporter man, go call on Richard
 White.
 For information of this sort good Richard takes the bun,
 He knows, I s'pose, who told Tom Rose
 To stop the Sunday gun."

Good Richard in his kindly way received the wandering
 scribe,
 And said he always had a liking for the tribe.
 "But for such information Captain English is the one;
 He knows, I s'pose, who told Tom Rose
 To stop the Sunday gun."

The Captain calmly listened to the scribbler's tale of
 woe,
 And said he always told the papers anything he'd know.
 "Try Mr. Wheatly, he's the man who'd ask no better fun,
 He knows, I s'pose, who told Tom Rose
 To stop the Sunday gun."

To Mr. Wheatly's private den the wandered led the way,
 The lights were out and doors were locked, it was the
 close of day.
 But round the vaulted corridor the echoing accents run
 "Who knows, who 'twose, who told Tom Rose
 To stop the Sunday gun."

The brave policeman on his beat was shocked at dawn
 of day,
 To find the body of a man prone lifeless by the way.
 The spirit of the puzzled scribe had flown beyond the
 sun,
 And knows, I s'pose, who told Tom Rose
 To stop the Sunday gun."

The Carbonear Kiwanis Club completed a swimming
 pool 75 x 175 feet and a large playground for the child-
 ren of that community in 1954.

AN EPIC STORY

In the field of
 NEWFOUNDLAND HISTORY

on

The Role of the Royal Newfoundland Regiment

IN ONE OF THE
 TWENTY FAMOUS NAVAL ACTIONS
 OF ALL TIME, THAT OF

Lake Erie, Sept. 10, 1813

by

Dr. Robert Saunders, J.D., Etc.

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WHEN NEWFOUNDLAND HELPED

(Continued from Page 14)

set the laws of civilized society and humanity at defiance with impunity, which they certainly did during the last ten years."

However, the officials in London seem not to have seen the Governor's problems, for Colville writes Bulger on May 31, 1822 that: "Solitary confinement for short periods is perhaps the best and cheapest."

And for more law and order the Governor issued Commissions to constables. On March 31, 1823, he writes:

"Whereas, I, Andrew Bulger, Governor of the District of Assiniboia . . . have constituted and appointed Donald Murray and Donald McKay . . . to be constables for and within the said district—"

"These are therefore to command and require all persons whomsoever to be aiding and assisting to the said constables to preserve the peace within the said district."

"Given under my hand and seal in Fort Douglas, Red River Settlement." (Bulger Correspondence, cited in Oliver).

Two great evils of the settlement was the hostile attitude of the Sioux Indians and petty thievery. As early as 1822, the hunters being inspired with well-founded dread of the hostile Sioux never ventured to the buffalo hunt, except in formidable and well-organized bodies, (Hon. Gunn. "History of Manitoba").

We give one sample of a Warrant issued on stealing and secreting, thus:

"To John Allez, Esquire,
District of Assiniboia.

"Information on oath having this day been given to me by Pierre Peronne of Pemina in the aforesaid district that he has reason to believe that certain articles appertaining to the Estate of the Earl of Selkirk which were unlawfully obtained by Xavier Dugal . . . are now concealed."

"This is therefore to authorize and require you to proceed to the house, etc . . . Commanding all His Majesty's subjects to be aiding and assisting in the execution of this Warrant . . ."

"Given under my hand and Seal at Pembina in the District aforesaid, the 27th day of January, 1823.

ANDREW BULGER,
Governor of Assiniboia."

But the Governor's greatest trouble was restrictions on general trade and commerce. In the early 1820's there was an attempt to extend the company's monopoly of trade over the colonists. "This endeavour," as Pritchett says in "Minnesota History", May, 1924:

"came to naught, Captain Bulger, the Red River Governor, protested to the Selkirk trustees who regarded the affair with enough concern to call the attention of the Hudson's Bay officials in London to it. At this, the London directors caused the offensive restrictions to be removed and wrote George Simpson, the Governor of the company's territories that the late proceeding in the interest of the Fur Trade was most unwarrantable as well as extremely imprudent and indiscreet."

And H. G. Gunn, in "The Fight for Free Trade in

BUY THE BEST . . .

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ST. JOHN'S



SUPPORT LOCAL INDUSTRY

Rupert's Land" Mississippi Valley Historical Society Proc. 1912, says:

"Simpson was informed that 'the Governor and Committee of the Company in London would not suffer the fur trade to oppress the settlement, and if it be attempted, the expense of redressing the evil must and will fall on the fur trade, as in justice it ought'."

The Governor was bent on giving the territory a permanent settlement and he informed the Bishop of Jubipolis on Sept. 30, 1822:

"There is one condition annexed to all grants of land in Assiniboia, which is, that the Grantee should settle upon the land, and cultivate a certain portion of it." (Bulger Corresp., cited in Oliver).

To put the colony on its feet, the Company, although not favourably disposed to Selkirk's schemes (In Bulger, Joseph F. Tennant's "Rough Times") and the Selkirk interests tried various expedients, among them model farms, a tallow company and sheep herding (Donald Warner, "The Emergence of the Province of Manitoba" Thesis for Master's Degree, Univ. of Minnesota, 1936). There was also the "Buffalo Wool Company" (M. G. Murlingame "The Buffalo in Trade and Commerce" North Dakota Hist. Quarterly, 1928-29).

To form some idea of the general culture in the territory we note in an appendix to Oliver that it had a library of about 200 books with treatises on sheep, bees and swine, and last but not least, a copy of Blackstone (Sir William) the great legal writer on the Common Law in those times.

The immediate parties in interest did not or could not always reach the Governor personally. Thus Simpson wrote Colville from York Factory: "I regret exceedingly that it is not in my power to visit Red River this winter as my presence there might be very important to Captain Bulger. (Cited in Fred Merk, "Fur Trade and Empire").

As I pointed out in the first article on this subject: "Bulger won the esteem of his immediate advisers . . . an . . . address . . . of the settlers spoke of his government as 'wise and conciliating' and expressed their gratitude and respect not only for the benefits of your impartial and prudent administration, but for the example left as an able discharge of duty." (Oliver).

And Professor George Bryce says in his "History of Manitoba": "His rule proved troublous though he was a high-minded and capable official." And Hon. D. Gunn in his "Manitoba History" says: "Captain Bulger gain-

ed golden opinions among the settlers for his impartiality and love of justice."

The seed sown by Simpson, Bulger and Pelly bore fruit. Thus Alex J. Russell, Inspector of Crown Timber Agencies said in 1870 in "The Red River Country":

"Nearly 60 years have passed since Lord Selkirk planted his little colony . . . and who are now among the lords of the soil must continue to grow in wealth as the country increases in prosperity."

But if this story of Captain Bulger of the old Newfoundland Regiment is not so complete as we would like, we have such a good historian of the Northwest, Grace Lee Nute writing in "Red River Valley History" in Minnesota History Bulletin for November, 1924, saying:

"For the period 1804 to 1823 we find few manuscripts relative to the region. Doubtless there are many letters, diaries and other papers in existence written in these years; for the Selkirk settlers arrived during this period and settled where Winnipeg and its environs now are . . . And many must have been the letters sent back . . . and many the diaries kept, etc., etc."

Unfortunately, no more evidence is in existence on the administration of Governor Bulger than I have put in these two articles. However on his personal affairs and hardships we find the minutes of the Council of Assiniboia, held at Forks of Red River, held up ten days, for he says: "Illness has prevented my closing my letter until this day."

I have read in the local press that some people interested in the "History of Newfoundland" also think, as the western historian above once thought, that there is a "mine" of information hid somewhere like a Captain Kidd treasure. They need to do some exploring to find their error.

Articles on the Newfoundland Regiment in the War of 1812 will be continued, I hope, in the June issue.

NEWFOUNDLAND PUPS

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LIFESAVER KENNELS

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81 Whiteway St.

St. John's, Newfoundland



The Governor of Red River goes sleighing, Fort Douglas in distance.

THE IMPOSSIBLE NEWFOUNDLANDERS

By GRACE BUTT

1

"It's many years ago now—
Though it seems the other day—
That I made the great decision
To come along this way.
My relations all informed me
They thought that I was mad
To waste among the Islanders
The abilities that I had.
'They're quite impossible, don't you know?'
They asked with anxious eyes,
'Why just a glance at their history
Is enough to put you wise:
They think Life's easy-going,
To Progress they've nothing to give;
Their ways are inconsistent,
Their intentions—just a sieve,
You must be crazy to go and live
With the impossible Newfoundlanders!"

But I was full of intellectual zeal,
I wanted to spread the light.
(I'd picked on little Newfoundland
In order to set it right.)
For I was sure that the highest aim
In all of human endeavour
Was to follow the path of rational thought,
And be logical, whatever.

And that was how I came to be
Here at the University.

2

Now the students of Logic are few (though select)
But here I found a strange thing:
The room where I was to lecture
Was as big as a church within,
While the Poetry class just down the hall
Was bulging out at every wall.

(Every Newfoundlander—you may not know it—
Longs in his heart to be a poet.)

So I conferred with my colleagues
And showed where reason lay:
If we'd only arrange to make an exchange
We'd all be happy that way.

The President praised my thoughtfulness
And warmly shook my hand,
And the others said, "What a lucky thing
You came to Newfoundland!"
And the Poetry teacher, with beaming face
Cried, "Now at last I'll have enough space."

But nothing ever happened.
No plans were ever laid.
Though we all agreed there was a need
No change was ever made.

And I still have a room with space to spare,
While the Poetry students increase each year.

3

Now well I remember the lady
Who took me in to board,
A really wonderful person—
She treated me like a lord.
She tidied my room, she kept me fed,
She laundered my clothes, she made my bed,
And her true Newfoundland hospitality
Was matched by her joviality.

One thing irked me: that she should choose
To cook me a dish called fish and brewis.
(Fish and brewis—a national dish—
Is soaked hard bread and salt codfish.)

At first I nibbled a little
In an effort not to be rude,
But hinted I would much prefer
Almost any other food.
But she continued to serve it
Until one day I said,
'I'm sorry, Mrs. Maloney,
But I can't eat your fish and bread.
You see, I'm just not used to it—
Though I've no doubt it's fine
To those reared up upon it—
But the taste just isn't mine.'

She gave a laugh and slapped my back
With all her hefty weight,
And darn near pushed me into the stuff
That lay upon my plate.
'Why sure,' she says, 'you're only half reared,
You're not an old man yet—
If I keeps on servin' it long enough
You'll gobble it up, I bet.'

And she kept on giving it to me,
And I kept on eating it, too.
And now I have it from habit,
Though I hate the awful goo.

4

Now I'm very fond of music,
I suppose because of my mind—
They say that music is really
Mathematics and sound combined.
And one of the things I tried to do
Was to make Newfoundlanders appreciate too.

So I gave a public lecture
One holiday in the hall,
And I spoke for over an hour—
Maybe two, as I recall.
And I played them bits of Beethoven,
And Brahms, and Debussy,
And showed them how rewarding
Was the world's best company.

And I spoke of the beauties of pattern and form
From the fugue to the symphony,
When down the street a band marched by
Playing some fiddle-de-dee.
I remember the window was open
Letting in an Irish-jig sound,
And I went and closed it firmly
And then I turned around,
And when I did what should I see
But an empty hall, except for me.

(This Irish jig—why: I can't understand—
Is called 'Up the Pond' in Newfoundland;
And when it's played, brings man and b'y
Straight to his feet, like a battle-cry!)

5

Then came the time when I succumbed
To the lure of feminine charms,
And I seized the girl I doted upon
And clasped her in my arms.
She was warm as the sun
And full of fun
And fresh as the Newfoundland air,
And her eyes were bright
And her nose just right
And her skin beyond compare.

And I vowed before long
That she should belong
To nobody else but me—
And then one day I realized
That this could never be.

I thought it out quite logically:
I knew that we must part.
And I went and sadly told her,
Though it nearly broke my heart.

Your father is a merchant
And makes a lot of dough,
But I don't believe in Capitalism—
I think it has to go.
Living on Class and Profit
Is quite repugnant to me,
But you don't even turn a hair
—Our marriage cannot be.
Our ideas would never mix,
And we'd find ourselves in a dreadful fix."

She kissed me full upon the lips,
Her eyes were, oh, so blue,
'Darling,' she said, 'I love you,
And I admire your reasoning, too.
You're right, of course, in all you say—
And we'll be married right away.'
And the swiftest event in all my life
Was the manner in which I acquired a wife.

6

When a man gets older and settles down,
He feels he should take a hand
In community endeavour
And the Councils of the land.
So I thought I should enter politics,
And all my friends agreed:
They said I am the kind of man
That governments everywhere need.

So I put myself up for election,
And made speeches left and right,
And travelled round half the Island
From Black Duck to Lush's Bight.

And I described the fuctions of government,
And the enactment of a Bill,
And the importance of representation,
And quoted Plato and Mill.

'When choosing your man,' I cautioned,
Excellence is the goal—'

And I found when the ballots were counted
My name at the end of the Poll.

Now this was hard to understand,
Till a fisherman made it clear:

'Don't be down-hearted, sir,' he said,
'We're all your friends round here.
You're a fine and honest man, we think,
—One of the best,' says he.

'Then why in heck didn't I win?'
I asked him testily.

'Tis this way,' he says, as he gets in his boat,
'We likes ya too well to give ya a vote.'

7

I'm still a professor of Logic
(—A man must teach or dig.)
I still hold forth on Reason
(In a room that's far too big.)
But when the lessons are over
And the students rise to depart—
With their notebooks full of theory
From Socrates to Satre—
They each give me a knowing smile
And close one eye for the merest while.

And I guess I've become impossible
I've caught the Newfoundland knack:
For as each one throws a wink as he goes
I find myself winking back."

There are good ships and bad ships but the best ship
is "Friendship."

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What Shall I Write

By Arthur H. Bright

"What shall I write, tonight?" I asked,

As I sat near the window pane,
Which the chilly winter's blast
outside

Pelted with sleet and rain.

Shall I write of the future—of things
unseen—

Or of things that have long since
fled?

Shall I hold out my arms for a
coming dream,

Or waken my treasur'd dead?

Ah, if I could only write and show
My thoughts as they come to me,
The darkened hours would brightly
glow

Again o'er life's youthful sea;
And the vapoury visions so long
gone by

Would fill me with delight,
While my heart would beat anew
with joy

If I could write tonight.

A picture I'd pen of a far-off shore—
Of a homestead by the sea—

Of sisters five and brothers four
Who romped and played with me;

Of a mother with kindly love-lit
eyes,

Leading me by the hand;
And a father's greeting as daylight
dies

In dear old Newfoundland.

I would like to write of my island
home,

Of her stern and rugged shore,
Where angry billows, white with
foam,

Break with a deafening roar;
And the "fore-and-after" from the
trip

Speeds home with all sails spread,
While the seagulls rise and whirl
and dip

In the storm-clouds overhead.

I'd write of her flowers that bloom
in spring,

And the hum of the busy bees;
Of her many birds that sweetly sing
And they nestle among the trees.

I'd write of her mountains and her
creeks,

Of her lakes and gullies, too;
Of her woodlands, where the hunter
seeks

The trail of the caribou.

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I'd write of her seasons that come
and go,

Of her fertile fields and dells;
Of summer's bloom and winter's
snow,

And the sound of the vesper bells;
While out from her northern
atmosphere

Aurora, with mystic hand,
Draws down a curtain of beauty rare
On dear old Newfoundland.

Amherst with seven hundred men,
Were ready in the little glen,
To storm up Signal Hill, and then
Destroy the foreign tool.

With courage keen, spirits high,
His soldiers let the bullets fly.
And swore to conquer or to die,
And keep their valour cool.

They put the Frenchmen on the run,
Captured the fort and every gun,
And set their standard in the sun
Of freedom's favored rule.

Battle of Signal Hill

By T. B. Windross

In 1762, in the Month of May,
When ice was melting in the bay,
St. John's and all its people lay
Under the Frenchman's rule.

D'Haussonville and his infantry,
Were boastful of their gallantry.
In martial pride and plesantry,
Like giddy boys at school.

When thunder of the cannon's roar,
Off the Narrows' guarded shore,
Echoed through the hills and o'er
Quidi Vidi's salty pool.

Seven hundred men against the foe,
Seven hundred heroes there to
show,
And let the timid Frenchmen know
The glory of true liberty.

No longer does the foreign yoke
Oppress the humble fisher folk;
The thunders of Britannia spoke
To make Newfoundland free.



PUBLIC NOTICE

Permits To Burn

The Department of Mines and Resources wishes to inform all persons who are intending to burn brush in the year 1955, that no permits to burn will be issued after May 15, 1955.

All contractors, sub-contractors, private individuals, persons engaged in cutting right of way for any projects, defence, railway road etc., are requested to make arrangements to have all burning completed before the above date.

P. J. MURRAY,
Deputy Minister of Resources.

BOOST FOR POULTRY INDUSTRY

A NEW BRANCH of the poultry industry began here early in January when a giant mechanical setter and hatcher will produce chicken at the rate of 1,800 a week, 7,000 a month, or 86,400 a year.

Man behind the operation is Ernest Winter of Hillcrest Farms, Mount Scio Road.

He has two machines installed in the new plant, one being a "setter" with a capacity of 5,400 eggs; the other, a "hatcher," is employed when the eggs are becoming ready to crack open.

This latter machine, which creates the proper humidity to facilitate the cracking process, is the one which will produce the 1800 chicks a week.

The new industry will compete with mainland concerns which sell young chicks to poultrymen here, at the rate of over 80,000 per annum.

Mr. Winter hopes his hatchery—the only one of commercial size in the province, and the biggest one ever established here—will produce baby chicks at the rate of 40,000 a year, depending on hatchability and other factors.

"The poultry business," said Mr. Winter, "has gone ahead in leaps and bounds during the past five years, and we think it is time to put in our own hatchery."

"We have done a lot of experimental work to secure good stock and we now have that stock which we have tested for the past three years."

CALLED TO THE BAR

TWO young lawyers who received their Bachelor of Laws degrees in 1954, were enrolled solicitors of the Supreme Court.

Sheila G. Parsons, LL.B., daughter of R. A. Parsons, Q.C., himself a prominent lawyer, received her education at Bishop Spencer College and Memorial University College (Class of '49). She entered Dalhousie University in 1951 and graduated in 1954.

John James O'Neill, LL.B., received his education at St. Patrick's Hall School, St. Bon's College and Memorial University College (Class of '48). He studied law at Dalhousie University, where he received his LL.B.

They were enrolled before Justice Dunfield of the Supreme Court and were presented by John A. Barron, Q.C., Master of the Supreme Court.

OBTAINED B.Sc. DEGREE

MR. ROBERT J. MIFFLIN, son of Mr. and Mrs. James Mifflin, of Catalina, has recently completed four years of study at Columbia University, New York, and obtained his B.Sc. degree in business administration. Mr. Mifflin has accepted a position with the firm of Yale and Towne at St. Catherine's, Ont., as special assistant to the divisional manager.

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THE POSTMAN KNOCKS

To the Editor,

"I am glad there is such a magazine as the **Newfoundland Quarterly**; too bad it is not a monthly. I fell in line with it from the first copy that was handed me. Herewith my subscription for 1955.

"Last summer, after being away for 51 years with the exception of a week or so, I spent 3 weeks motoring around Conception Bay. I even lost my bearings on Topsail Road. I came back with the report that Newfoundland at last is out of bondage—history repeating; always a Moses, a Joseph, a Churchill for Newfoundland—a Smallwood, yes, a Joey.

"May 1955 be the best year."

—D. S. C., Verdun, Que.

"I want to congratulate you on your Xmas. edition of the **Newfoundland Quarterly**.

"Your articles are wonderfully got together. I want to thank you for the masterly manner in which you handled the material.

"Kindest personal regards and continued good work for Newfoundland."

—Dr. L. J. J., Montreal.

Some Reminiscences of Greenspond

To the Editor,

"The September number contained an article on Greenspond which was most interesting to me as I was born there. Capt. Bob Humphries of Humphries Point, was my father. My mother was Rebecca Saunders, an aunt of Robert Saunders. My father was Harbour Master there for many years and my mother was well known for her lovely garden.

"I remember the full-rigged ships from Norway and Denmark loading fish and oil for Brazil; the schooners coming in from the French Shore and later in the season from Labrador laden with fish and oil. The walk over field ice to Pinchard's Island to visit the sealing fleet which sailed on the 10th of March, passing Big and Little Cabot Islands on the way; the Greenland Disaster and the loss of the Southern Cross bringing sorrow to the homes; the Tidal Wave which swept up the harbour and through the Bight carrying away bridges from Pond Head across Burry Point.

"I also remember the opening of the telegraph office during the Boer War and the first message sent by Mr. Dominy to his mother in England.

"May the Lord watch between thee and me while we are absent from one another."

"When Mr. Dominy came out as a youngster from England he lived with my great grandmother Susan Carter Humphries and the families remained close friends.

"My husband is a son of George and Eliza Noel Verge of Harbour Grace. We have lived in Canada and the United States for over fifty years. Meeting persons from Newfoundland holding very good positions and very highly respected in the church and community, for the Newfoundland people are taught to respect law and order. Wishing you and the paper a prosperous season.

Sincerely,

—Veronica Verge, Brooklyn, N.Y.

(Editor's Note—Mrs. Verge enclosed a copy of the

Memorial Day service of the Newfoundland Veterans held in Greenwood Baptist Church, Brooklyn, New York, on November 7, 1954, and we print below the Order of Service. Many thanks, Mrs. Verge).

Annual Memorial Service of the Newfoundland Veterans

Organ Prelude—	
"O World I Now Must Leave Thee".....	Brahms
Processional Hymn No. 1.....	"All Hail the Power"
Hymns 201, 160	
The Scripture.....	Psalm 138
Mr. G. E. Hardy, Canadian Consul	
Anthem—"A Hymn of Peace".....	Calcott
Evening Prayer with Choral Response—	
Mr. Baxter Wheeler,	
Sergeant Master of the Salvation Army	
Registration of Attendance and Announcements	
Presentation of Tithes and Offerings	
Prayer of Dedication	
Offertory Music	
Hymn 270.....	"Fight the Good Fight"
Message.....	"Let Us Remember"
Dr. Albert G. Williams	
Roll Call.....	Mr. Chester Salumson
Hymn 36.....	"Lead On O King Eternal"
Benediction	
Organ Postlude—	
"What God Does Is Well Done".....	Traditional

To the Editor,

Having made two vacation trips to Newfoundland, must say we enjoyed them and look forward to our next trip to St. John's next July.

Made one trip by railroad and the other by TCA, so we have had a good look at a very nice vacation land. Please renew subscription for 1955.

—Mr. and Mrs. R. Burcham, Montpelier, Ohio.

To the Editor,

Permit me to introduce myself . . . I was born Oct. 8, 1871, in that quaint little cottage on Bannerman Road, known as Bannerman Lodge. My niece sent me the Christmas issue of the **Newfoundland Quarterly**, and the story of Old Fort William brought back memories. My father was a British soldier, and in the year 1851 was stationed at Fort William. Later on he was stationed at Harbour Grace, where he met the girl who in after years became my mother. He (father) was in the army for 23 years and received a medal for long service and good conduct. A year after I was born (1872) my parents moved to Fort William. No skating rink was there then. I saw building one later on; I also saw it converted into a railroad station; I saw the first train leave there—Old No. 10; I saw them build Devon Row, and the grand opening of the Dry Dock, when the first ship—H.M.S. Tenedos was floated in. Yes, I saw a lot. Ah! it's good to look back, and it's sad, too.

I was a newsboy for the "Mercury" and when it became the "Herald" I sought employment on it. When I was 22 I joined the Typographical Union, and the following year I became vice-president. The strike came and we lost; there was no money on account of the banks failing, and I departed for the United States. Please send me a subscription blank.

—Arthur H. Bright, Reading, Mass.

(Editor's Note—Mr. Bright is the author of the poem "What Shall I write?" appearing in this issue).

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